

ST. PIERRE VAAST WOOD OUTFLANKED BY FALL OF SALLY

Between Two Fires, Germans Begin Evacuation; Withdrawing Big Guns

LE TRANSLOY NOW Allies Preparing For Great Joint Attack on Coveted Position

28,918 PRISONERS

Made by British on Somme Front Alone Since July First

(Reuter's Agency War Service)

Paris, October 20.—After three days' victorious resistance against fierce attacks launched from Le Transloy and Le Mesnil-en-Arrouaise, the French completed on Wednesday the capture of the whole of Sally-Saillies, as well as the woods situated north and north-west of this village. All the houses, which had been carefully organized, were carried one after the other.

This success will enable the French to flank the English right wing in their future attack to be delivered against Le Transloy, where the situation of the Germans is becoming very precarious.

The advance also constitutes the beginning of the outflanking of St. Pierre Vaaast Wood on the south. It is already outflanked on the south by our salient at Bouchavesnes and the Germans, growing very anxious, have already withdrawn most of their formidable artillery.

Sally-Saillies constituted the supporting position of the extreme left of the line of German positions, recently organized, running through Le Transloy and reaching Butte de Warlencourt.

This is the fifth line the Franco-British forces have reached since their offensive on the Somme began. The four others were, first, Thiepval - Pozières - Contalmaison-Mametz; second, Courcellette-Martinpuich-Basentin-Montauban; third, Le Sars-Faucourt-Fers-Ginchy; fourth, Gueudecourt-Les Bœufs-Morval-Combles.

Farther south, the carrying of the German first line trench along a front of 1,200 meters brings the French to ground overlooking directly Peronne and the suburb of Sainte Revedonde and begins the northern outflanking of Barleux, which is already outflanked on the south.

Forty Hours Bombardment The bombardment prior to the storming of Sally-Saillies was extremely fierce and lasted for forty hours, reducing to powder the trenches west of the Bapaume Road. One redoubt disappeared, its occupants being buried. When the so-called "trench-cleaners" entered one huge subterranean shelter, they found 200 Germans dead, asphyxiated by poison-gas.

The village was attacked from three sides simultaneously. The fighting beneath the walls of the chateau, which the Germans had converted into a fortress, was of the savagest description. The assailants were repeatedly beaten back and, when they finally entered, they had to continue the struggle in underground galleries leading from the chateau to the center of the village. The final capture of Sally-Saillies was a brilliant feat. The French previously beat off a score of attacks, which were accompanied by gas and liquid-fire and then, when the Germans had weakened, stormed the village, which was defended by 150 machine-guns, trampling a passage across heaps of enemy corpses.

The capture of this village means that the famous Wood of St. Pierre Vaaast is outflanked.

The official communique issued yesterday evening reported: North of the Somme the Germans vainly attempted at attack at 5 o'clock this afternoon against the east and north of Sally-Saillies. Our artillery

(Continued on Page 2)

China Receives Ultimatum From France on Extension Of Concession At Tientsin

If Territory Not Handed Over in 48 Hours from Last Wednesday, it Will Be Forcibly Seized

Osastatische Lloyd

Peking, October 21.—According to the Peking Gazette, the French Consul General, under instructions from the French Charge d'Affaires, presented an ultimatum to the Chinese authorities in Tientsin, last Wednesday, demanding within forty-eight hours the cession of the long-desired terrain for the extension of the French Concession in Tientsin, otherwise the territory would be seized by force. The Chinese Press and competent Chinese circles fail to understand why M. Martel, the "amiable and prudent" French Charge d'Affaires, is acting in this serious affair on his own account, but opine that the action may be connected with the arrival of M. Conti, French Minister to Peking, in Paris, which is just reported.

In consequence of the difference of opinion in parliamentary circles, it has been decided by a joint meeting of both Houses of Parliament to postpone the election of the Vice-President of the Republic for several weeks.

At a meeting held in the Presidential Palace, yesterday and which was attended by all Ministers of State, it was decided to maintain the present Cabinet. Besides the Cheng-chiating incident, the financial situation was discussed.

Sun Hung-yi Resigns

Reuter's Pacific Service to The China Press

Peking, October 21.—Sun Hung-yi, Minister of Home Affairs, has tendered his resignation. A mandate permitting him to resign will probably be issued shortly.

The Peking Gazette states that the retirement of Sun Hung-yi appeared

at first to involve the resignation of the other Kuomintang Ministers, such as Ku Chung-hsiu, the Minister of Agriculture and Commerce and Chang Yao-tseng, the Minister of Justice, as it was reported that, before he took up his appointment, the Minister of Justice came to an understanding with those other Ministers that they would take united action when accepting their offices, with the object of forming a Kuomintang Cabinet, but it is understood that this will not be the case, since Ku Chung-hsiu and Chang Yao-tseng are now followers of Premier Tuan Chi-jui, having practically deserted the Kuomintang. Jen Kachen, Governor of Yunnan, will probably be appointed to succeed Sun Hung-yi.

There is no truth in the report that Hsu Shih-ying, Minister of Communications, is to be transferred to the Ministry of the Interior and that Yang Shih-chi is to be appointed Minister of Communications. Meanwhile, it is understood that Sun Hung-yi is to be appointed Director of the new Bureau for the Suppression of Opium.

Canton, October 21.—The Provincial Assembly has passed a resolution in favor of popular election of Provincial Governors.

Tong Refuses Salary

The Republican Daily News reports:—The President had arranged to pay Tong Shao-yi \$2,000 per month as salary for his advisership, but Tong Shao-yi has declined to take the payment, with thanks, saying that he considers it to be mere waste of money to pay advisers who have no official duties and it is not desirable to have such a practice in a Republic.

U.S. Will File Claim For Mails Censored

To Demand Many Million Dollars from Both French And British

(Osastatische Lloyd War Service)

New York, October 19.—The International News Service reports from Washington that the United States will file a claim against the British and French Governments for injuries suffered by American citizens by the illegal censorship of the mails by the Allies. The claim will amount to many millions of dollars.

SERVIANS HALTED

(Osastatische Lloyd War Service)

Official German telegram.—Headquarters, October 20.—The Serbian attack on the Czerna bend, after some temporary success, was halted. To the north of the Nidze Planina and south-west of Lake Dojran, the partial hostile attacks failed.

'THE DUKE' BACK HOME

(Reuter's Agency War Service)

London, October 20.—The Duke of Connaught, the retiring Governor-General of Canada and the Duchess of Connaught have arrived in England.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Chikugo Maru Oct. 24
Per N.Y.K. s.s. Kumano Maru Oct. 26
Per R.V.E. s.s. Simbirsk Oct. 27
Per N.Y.K. s.s. Yawata Maru Oct. 28
For U.S., Canada, and Europe:—
Per R.M. s.s. E. of Russia Nov. 4
Per T.K.K. s.s. Shinyo M. Nov. 4
Per N.Y.K. s.s. Kamakura M. Nov. 5
For Europe:—
Per N.Y.K. s.s. Hirano M. Oct. 29
Per P. and O. s.s. Nore Oct. 30
Per N.Y.K. s.s. Kaga M. Nov. 12

Mails to Arrive

The American mail is due here on or about October 24, per O.S.K. s.s. Canada Maru.

The French mail of September 17 is due at Hongkong today at noon, and here on October 26. Left Haiphong on October 20, per M.M. s.s. Atlantique.

Driving Invader Back To Rumanian Border

Defence Forces Have Big Victory 7 Miles From Frontier; Clear Agas; Capture 900

(Reuter's Agency War Service)

London, October 19.—An official Rumanian communique reports: We drove the enemy back at Agas, took 900 prisoners and destroyed twelve guns. Agas is seven miles within Rumania.

Bukharest, October 20.—Very violent enemy attacks on the whole Carpathian front were everywhere repulsed, with heavy losses. Up to the present, the enemy have attacked the passes, especially in the region of Predeal, where they hoped to be able to débouch rapidly into the oil-fields, but they now seem to be making their principal effort in Trotuch Valley, in north Moldavia, but have no chance of success.

A violent bombardment is reported from Orsova. Absolute confidence is felt in Rumania's generals, assisted by the French military mission.

ENGLISH FOOD CRISIS

(Osastatische Lloyd War Service)

New York, October 19.—The food question is becoming a matter of increasing alarm in England. A despatch from London says that, during a debate in the House of Commons, regarding the food situation, a number of members complained of the inadequate measures of the Government to control the food supply and prevent excessive prices. The food situation in London is further complicated by the sudden passive strike of 2,000 employees of the Great Western Railway, which is seriously interfering with the freight traffic of the railway, which carries the bulk of the trade, including the food products, between the western counties and London.

GERMAN WAR LOAN

(Osastatische Lloyd War Service)

Berlin, October 18.—The cash payments on the 5th war loan until October 14 were 7,334,000,000 Marks, or 68.9% of the total subscriptions. The loan banks borrowed 56,000,000 Marks for the loan on collateral.

Remarkable Photograph of Wreck of Cruiser Memphis



This rarely graphic picture shows the ill-fated American warship high and fast on the honeycomb coral rocks off Santo Domingo City. It was taken at 5.25 p.m. on August 29, a few minutes after she struck broadside on, only fifty yards from shore. At 4.30 p.m. she had been

torn from her anchorage two miles out and started on her tragic shoreward journey by a sudden and amazing upheaval of the water, unaccompanied by strong wind.

With each heave of the waves, this 20,000 ton cruiser was lifted thirty feet and driven helplessly to-

ward the reef. Hundreds of members of the crew can be seen swimming on boat-deck, superstructure and bridge. A rescue party on the rocks (at the right) is working the life-lines, while the giant waves continue to break over the wrecked warship.

ANOTHER BIG CUNARDER SUNK; SAVE ALL ABOARD

13,405 Ton Alaunia Hits Mine In Channel; Reported Carrying Big Munitions Cargo

(Reuter's Agency War Service)

London, October 19.—The Cunard s.s. Alaunia (13,405 tons) has been sunk. The Captain and 163 of the crew have landed.

Later: All the passengers on the Alaunia, numbering 180, were landed prior to the sinking of the vessel.

Liner Was Sunk by Mine; Carried Munitions Cargo

(Osastatische Lloyd War Service)

The Deutsche Ueberseedienst reports: New York, October 19.—It is reported from London that the armed Cunard liner Alaunia was sunk by a mine in the English Channel, between Falmouth and London. She had a cargo of 18,000 tons, 10,000 of which were ammunition.

KANG YU-WEI CRITICISED

A report from Peking states that Mr. Kang Yu-wei is being widely criticised owing to his attempt to force the government to make Confucianism the national religion through the aid of powerful military men such as Chang Hsun and Wong Chien-yuen.

NEW LINE TO SIAM

The Shunpo reports:—The Department of Communications is giving much attention to the scheme to open a steamship line to Siam and the Chinese in Siam are also earnestly desiring to open such a line. The department will send a deputy to investigate into the conditions in Siam so as to prepare to open a steamship line with Siam.

GOVERNMENT STARTS PAYING OFF REBELS

The 9,000 stranded revolutionists that Shanghai has been entertaining for some months began to pick up a bit yesterday when, at the Ju Chen-jen Temple in the Ju-Nan-Li at the Arsenal, in the presence of the representatives of General Feng Kuo-chang and General Yang Shanteh of Shanghai, payment to them of the government appropriation was begun. The place was well guarded owing to fear of trouble.

Money was paid in two ways. The leaders were paid by cheque and they paid their own followers. Those who were under no leadership received the payment personally. All were forced to prove their bona fides. The payment started at 8 a.m. and continued to 5 p.m., and will be resumed today.

The total sum available was only \$130,000. The men received sums ranging from \$1,000 down to 50 cents. The Chekiang rebels accused the government of unfairness in this matter owing to the great inequality shown.

Berlin Energetically Protesting to Norway At U-Boats' Exclusion

Says Action Directed Solely Against Germany; More Norwegian Ships Sunk

(Reuter's Agency War Service)

Amsterdam, October 20.—A German official message states that Germany is energetically protesting to Norway at the exclusion of war-submarines from Norwegian waters, as being directed only against Germany and therefore unequal.

London, October 19.—The Norwegian steamer Rosenovold (750 tons) has been sunk.

Lord Robert Cecil, to justify the memorandum issued by the Allies to neutrals regarding submarines, said in Parliament, today, that recent events have shown that the caution was not issued a moment too soon.

Frederikshaven, October 20.—A German submarine is supposed to have torpedoed the Swedish steamer Normandie, the crew of which have been landed.

TO ENVELOPE HALICZ RUSSIANS' NEW PLAN

Germans Re-inforcing From Lemberg; Defences Near Kovel Are Dented

(Reuter's Agency War Service)

Petrograd, October 20.—The battle of Bolshovoe is extending north-west along the Gnitza Lapa. The Russians have initiated a movement to envelope Halicz from the north. The fighting is extremely fierce.

The Germans have brought up Guards reserves from Lemberg. The Russians have dented the enemy's defences at Czerny, fifteen miles south-east of Kovel.

An official communique reports: Attacks made by the Germans south-east of Kovel, after the liberation of gas and under a heavy artillery fire, were repulsed. West-south-west of Lutsk fierce fighting continues. Here also the attacks of the enemy were repulsed. We drove back stubborn attacks in the region of Dorna Vatra.

There was a violent snowstorm in the Carpathians.

London to Eliminate All Enemy Interests

Corporation Appoints Committee; Carson Heads Unionist Organisation

(Reuter's Agency War Service)

London, October 20.—The City Corporation has appointed a committee to consider steps to check enemy trading in the City. Sir Edward Carson has accepted the chairmanship of a Unionist committee for the elimination of enemy influence.

BALKANS STRATEGY IS LEFT BY ALLIES TO MILITARY ALONE

British Minister Resents Suggestion of Outside Influence

RESEVISTS COWED

Throng Athens, But Held In Order by Severe Police Measures

BROD IS CAPTURED

Falls to Servians in Desperate Fight; Veles Selo Is Also Theirs

(Reuter's Agency War Service)

London, October 19.—In the House of Commons today, in reply to a speech made by Dr. Arthur Lynch criticising the Balkan policy of the Government and asking whether any outside influence was allowed to affect it, Lord Robert Cecil, Under Secretary of State for Foreign Affairs, said: "It is impossible at the present time to discuss what we or our Allies have said or are going to say to Greece. Our strategy in the Balkans is guided exclusively by military considerations and advice."

Mr. Lynch, he added, appeared to hint that there is some obscure and disreputable influence on the councils of the Government. Such a suggestion was absolutely baseless and unworthy of the House and ought never to have been made.

Athens, October 19.—The night passed without incident. The entire garrison was afoot for the maintenance of order. The cafes were filled with reservists all night, but they were cowed by the severe police measures and the military.

Salonica, October 20.—Further important contingents of Italian troops have been landed.

The Serbs were successful in capturing the village of Brod after desperate fighting, the village being strongly fortified. Their other gains included the heights to the north and the village of Veles Selo. The Bulgars dispersed northward and were pursued by the Serbs, whose booty included three guns and other war material, besides numerous prisoners. The Serbian artillery fired at the enemy's artillery stores at Palok and aeroplanes bombed the retreating Bulgars.

The Serbs are progressing on the remainder of their front. They have captured 43 guns, exclusive of trench-guns, since September 14.

By the capture of Brod and Veles Selo the Serbs have pierced the enemy's second line in that part of the Cerna front and are now confronted by the final line, which is considerably nearer Monastir.

Austrians Don't Last In Mt. Pasubio Attack

Break Into Redoubt But Are Soon Beaten Out; Fighting Is Incessant

(Reuter's Agency War Service)

Rome, October 19.—Official: There have been almost incessant attacks and counter-attacks at Mount Pasubio, preceded and supported by extremely violent bombardments. The enemy broke into a redoubt on a tooth of Mount Pasubio yesterday morning but were promptly driven out.

British Trooper is Tied To Gun-Wheel; Tortured

(Reuter's Agency War Service)

London, October 19.—An official report recounts how a British trooper in German East Africa, captured by the enemy, was tied to a gun-wheel, beaten by a native under the orders of a German officer and then shot with seven bullets. He subsequently died.

St. Pierre Vaast Wood Outflanked

(Continued from Page 1)

broke up the assaulting waves when they started, inflicting heavy losses.

South of the Somme we made fresh progress between Blaches and Malsonette; 350 prisoners were taken yesterday.

The front was quiet elsewhere.

Haig Records Progress

London, October 20.—General Sir Douglas Haig, summarising the operations in October, says: We have made steady progress between Thiepval and Le Sars and have gradually won a series of strong positions.

The fighting has been heavy and prolonged, the enemy resisting stubbornly until surrounded in one place after another. Numerous prisoners have been taken.

We have had to repel repeated counter-attacks since the 7th of this month. These were generally stopped by our artillery and machine-gun fire but when they succeeded in reaching our lines they were thrown back by our rifle fire with heavy losses. Only once or twice have the enemy succeeded in regaining a footing in a trench, and then they have been promptly ejected with the bayonet.

We have been very active in raids on their trenches outside the Somme battle-field. Over sixty raids have been made between Ypres and Loos. We secured many prisoners and inflicted heavy casualties.

The total number of prisoners taken by the British on the Somme front since July 1 is 23,918.

The weather throughout has been consistently unfavorable to air-craft, yet, despite heavy rains and strong south-westerly winds, our made many valuable reconnaissances and repeatedly and successfully attacked enemy communications, ammunition dumps and marching troops.

Superior British Gunnery

Our artillery, assisted by our aeroplanes, took a very notable part in the fighting and maintained a clear superiority over the enemy, whom they do not allow to rest day or night, materially wearing down their morale.

The battle has frequently resolved itself into isolated struggles and documents we have captured testify to the effect of our cannonade and the dash, discipline and quality of our infantry.

General Haig reported yesterday evening: We slightly advanced our line at Butte de Warlencourt. Our barrage fire stopped a counter-attack in the neighborhood. Nothing occurred elsewhere. Heavy rain fell throughout the morning.

General Haig reported this morning: Last evening, the enemy shelled Stuff Redoubt and Schwaben Redoubt heavily. During the night, we twice raided the enemy's trenches in the neighborhood of Loos.

Reuter's correspondent at French headquarters, describing the French spring forward when they captured Ablaincourt, Bovenet and Chaulnes Wood, narrates the destruction of a tower which constituted the German observation post. The tower was of thick armored concrete and gave access to a typical German underground fortress, similar to those which the Germans are compelling Belgian and French civilians to build in all directions.

The French fired a single 400 millimeter (15.745 inches) shell, which blew the tower to smithereens and pierced the roof of the underground fort, the garrison of which, consisting of two officers and twenty men, were killed by the concussion, though quite unwounded and untouched. A meal waiting on the table was also untouched.

A single shell pulverised a big factory, the ruins being filled with dead. The 880 survivors, cowed and shaken, were made prisoners. The heavy gun is now recognised as the main arm of the offensive and 75s are only used now to establish a barrage.

German Gunners Destroy

Three of British 'Tanks' (Ostasiatische Lloyd War Service)

Official German telegram.—Headquarters, October 20.—During the rainy weather, the artillery duel remained lively on both sides of the Somme. The greatest part of the trenches to the west of the road from Paucourt l'Abbaye to Le Barque, which had been taken by the British on October 18, were recaptured by an attack. In the evening hours advances of British detachments north of Courcellette and east of LeSars failed.

During the last great attack the British used some of the much-advertised armored automobiles, the "tanks." Three of them are lying before our lines, destroyed by artillery fire.

The Weather

Fine weather. The maximum temperature recorded yesterday was 75.6 and the minimum 49.6, the figures for the corresponding day last year being respectively 67.0 and 63.0.

Amusements

The Lyceum

The Howitt Phillips Company will open the second week of its season tomorrow night with the presentation of "Carolene," a comedy in three acts which enjoyed a triumph at the New Theater in London. The offerings for Tuesday, Wednesday and Thursday nights will be "What the Butler Saw," "The Thief" and "Milestones." "Pag O' My Heart" made such a decided hit last week that it was decided to play it again next Friday night. "A Pair of Silk Stockings," by the author of "A Little Bit of Fluff" will be played on Saturday night.



Miss Irene Beryl
(Serio-comic and ragtime singer and dancer with "The What Nots" at the Apollo.)

The Apollo

The opening performance of "The What Nots," a variety and high class comedy company, will be staged tomorrow night at the Apollo. The company arrives here from a successful run in Hongkong where they are

reported to have made an extremely good impression. The organization includes the following performers: the Great Renville Roberty, magician and illusionist, Miss Irene Beryl, ragtime singer and classical dancer, Charley, comedian, The Warleys, sketch artists and dancers, and Silvano Lopez, musical director and pianist.

The eleventh and twelfth episodes of "The Red Circle" also will be shown on the new bill.

Miss Dolly Bunch will be heard in new songs tonight and the Pathe war picture, "The Defense of Verdun," will be seen for the last time. Other feature and comic films will be shown.

The Victoria

A wonderful love story arranged for the screen drama is George Randolph Chester's "Runaway June" which commences as the feature of the new program at the Victoria tomorrow night. "Runaway June" is an entrancing film personage whose caprices shown with good effect upon the screen make her a big favorite from start to finish. So pleased is the management with the film that it is offering to refund the price of admission to any patron who is not entirely satisfied with the production.

The Victoria also announces the showing of the great moral screen dramatization of "The House of Bondage," featuring Miss Lottie Pickford.

Towa Cinema

The fifth and sixth series of the "Mysteries of the Grand Hotel," entitled, "The Substituted Jewel" and "A Double Identity" will be the features of the program for three nights, beginning Monday, at the Towa Cinema. "Convict B.75" and "Shaved in Mexico," two comedy films, also will be shown.

The Olympic

The seventh, eighth and ninth episodes of "The Million Dollar Mystery" will be shown with other good feature and comedy films at the Olympic tonight and tomorrow night.

Reconciliation Main Idea In Award of Decorations

Special Correspondence of The China Press

Peking, October 17.—A study of the list of names of those to whom decorations were awarded on October 10, shows that the principle that governed their selection was reconciliation of every political faction. The list was so long that it took several days for the newspapers to complete its publication. To mention a few of the names is sufficient to show the catholicity of choice. Dr. Sun Yat-sen, Tien Liang, Tong Shao-yi, Chang Haun, Huang Hsing and Feng Kuo-chang for example are men that it would be difficult to imagine meeting without something exciting transpiring. Whether the consciousness of being mutual wearers of one or other of the orders of the Republic will lead to a fraternization of erstwhile foes remains to be seen, but it seems hardly likely that being caught together in a shower of honors will cause, say Chang Haun and Huang Hsing to fall on each other's necks.

The members of parliament in Peking, according to the Chinese newspapers, have not yet developed the sense of decorum consistent with the importance of the positions they fill. Questions of the gravest importance are discussed in an atmosphere of excitement that gives little prospect of a sane and considered decision being arrived at. There is far too much indulgence in recrimination and personalities. On several occasions meetings of the Houses have broken up in disorder without any decision having been reached on the question under consideration.

The bugbear of the Peking politicians is interference by the military. In all probability the fear that some of the military leaders are anxious to exercise influence in a sphere with which they have properly no concern is well founded, but the politicians themselves are giving the military

men a specious excuse for interference in political matters. Whatever views one may hold it cannot be denied that the Parliament since its convocation on August 1 has done little to enhance its prestige. The financial tangle has been in no wise straightened out and no steps have yet been taken to come to an understanding with Japan about problems concerning Eastern Inner Mongolia and South Manchuria.

In some quarters it is thought that the system by which members of the Cabinet are not members of the Parliament is not suitable to China at this stage. While it works well enough in politically highly developed countries such as America, in China its practical result has been to paralyze both Cabinet and Parliament. Moreover the Cabinet does not appear to have any national policy. Each Minister occupies himself with the affairs of his own Ministry, and there has been no attempt made by the Cabinet to set before the Parliament a national program. It might be urged that both Cabinet and Parliament are in reality provisional, but granting this it would be possible for the Cabinet to place before the Parliament a provisional program of urgently necessary legislation.

The first essential, if China is to make any progress at all, is financial rehabilitation. If the Premier were a member of the parliament he could introduce financial measures for increasing taxation, obtaining loans or both, and secure attention being given to these measures prior to anything else. As it is the House of Representatives and Senate arrange the agenda, and it is frequently the case that matters are set down for discussion that could appropriately stand over, while questions of urgent importance are excluded. If there were cordial co-operation between the Cabinet and Parliament the dis-

advantages of the present system would not be so glaring, but the refusal of Parliament to endorse the appointment of Mr. Lu Ching-shan as Minister of Foreign Affairs shows that such co-operation does not exist. In Japan it may be possible for a Cabinet to carry on without Ministers being members of Parliament, and even without a government party in the lower house, but it is plainly impossible for this to be done in China with real advantage to the country.

As Premier Tuan Chi-jui has no party, much less a majority, in either house of parliament, any measures that the Cabinet present for consideration have to take their chance. As it is no-one's special business to see that they are dealt with favorably and promptly they have less chance of becoming law than measures introduced by one of the political parties represented in Parliament.

At present it is impossible to foresee whether the election of the Vice-President will take place in the immediate future. As it is hoped that the permanent Constitution will be promulgated before long it is held by some that the election of a Vice-President should stand over in the meanwhile. As the election will be conducted by precisely the same people at whatever date it is held, and as the part of the Constitution relating to the election of the Vice-President was promulgated in 1913 and is still valid there does not seem to be much to support the proposal to postpone the election. Some decision on the matter is expected within the next fortnight.

C.J. DA SILVA ACQUITTED BY PORTUGUESE COURT

Dismissed on All Charges Following Armed Resistance To Entry Into House

The charges pending against Mr. C. J. da Silva, the Portuguese lawyer, in connection with his armed resistance to an attempted entry into his home some months ago, have been dismissed by the Portuguese Court consisting of Mr. Nascimento, acting Consul-General, president, and Messrs. Basilio da Cruz, E. Carneiro and E. de Souza.

It will be remembered that on the evening of March 18 several persons, ordered by the ex-Portuguese Consul, Mr. Barjona de Freitas, tried to effect an entrance into the house of the Portuguese lawyer to get possession of certain papers. He armed himself with a pistol and succeeded in scaring them away by firing some shots. A criminal proceeding was then instituted against him and his sons, Luis and Francisco, and all three were some days later indicted by Mr. Barjona on the ground that they had committed the crimes of disobedience, resistance and sedition.

Against this indictment Mr. da Silva appealed to the Consular Court, who passed judgment on October 11, declaring the accusation null and void, and the accused parties therefore free from further prosecution.



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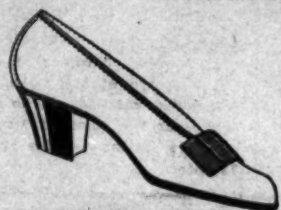
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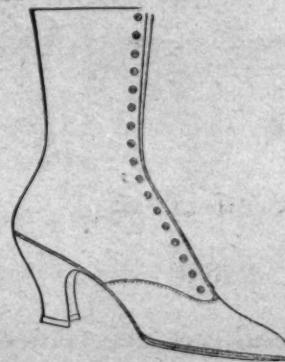
Price \$16.50 pair



"REGAL" MODELS

Vary with every season of the year.

Price \$10.50 pair



"QUEEN QUALITY"

FOOTWEAR FOR LADIES is America's leading shoe.

NOTE PRICE From

\$10.50

If a manufacturer stamps his trade mark on his products you may be sure of getting the highest grade, as otherwise he is killing his own business.

THAT IS WHY

"REGAL" FOOTWEAR

"REGAL" FOOTWEAR

Is worn by

New York's Six Hundred.

NOTE PRICE

\$10.50



Newest Models "QUEEN QUALITY"

Boots are the highest quality at lowest price

Price \$16.50 pair



"REGAL" SHOES

Have many imitators, but no equals.

Price \$10.50 pair



Exclusive Model "QUEEN QUALITY"

Footwear has conquered from New York to London.

Price \$18.50 pair



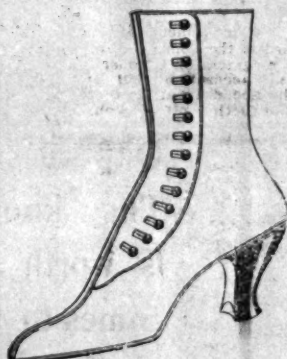
Always More Than Satisfy

"Queen Quality"

Boots, Extra High Leg, Grey Top, Patent Vamp, Louis Heel, With Flexible Sole, a boot that can be seen at

CHURCH PARADE

In Hyde Park Every Sunday



"Queen Quality"

Footwear is always good style. Our new stock comprises only the newest models that combine

REAL GOOD TASTE

with Style and Comfort

"Queen Quality" Boot (as Illustration) \$15.50 pair

All "REGAL" and "QUEEN QUALITY"

Models are moulded on

SCIENTIFIC LASTS.

There are no outrageous effects, every model appeals to one's

Good Taste

Every Model has a definite reason for its existence

NO FOOT

"REGAL" FOOTWEAR

Aristocrats of the Shoe World. Worn by Ladies everywhere. You are safe with "Regals."

\$10.50

pair

"QUEEN QUALITY"

Footwear, Stands for the survival of the fittest. Only perfect shoes are allowed to leave the factory.

from

\$10.50

pair

COMFORT
AND
STYLE COMBINED

TOO DIFFICULT TO FIT
WE STOCK SHOES BUILT
TO FIT YOU.

NEW SHOES
BY
EVERY STEAMER

Whiteaway, Laidlaw & Co., Ltd.

NAPOLEON AND KAISER NOT OKUMA'S MODELS

In Article On Expansion, Former
Premier Urges Peace-
ful Growth

OTHER WAY SPELLS RUIN

Marquis Also Calls Genro A
Stumbling Block To Nation's
Progress

Tokio, October 15.—Writing in the October number of his magazine *Shin Nihon* just before he stepped out of the Premiership, Marquis Okuma expresses his opinion on national expansion, declaring that any nation which attempts to strengthen its position, "such as is represented in the undertakings of Napoleon or the Kaiser," is doomed to ruin. Propagation of knowledge, science, culture and industry is the only way a nation can genuinely better itself, says the former Premier. "Civil Expansion" is the title of the article.

This subject was preceded by an interview in the September number, written by Mr. R. Nagai, on facts and opinions furnished by the Sage of Waseda. It is especially interesting at this time to note what Marquis Okuma has to say about "The Shifting of Political Influence." Interference by the Genro is not only a blot on the Japanese constitution, he says but is a stumbling block which impedes national progress. Constitutional politics should be carried out on the basis of sound public opinion, represented by parliamentary members, argues the writer.

The reader may discover a few lines which seem to indicate that Marquis Okuma had a premonition of what was coming in Japanese politics.

Public Opinion Should Govern

"Constitutional politics is the politics of public opinion," says the September article. "Coincidence of inference makes public opinion. In fact, national politics ought to be executed on such public opinion. Nothing is more disappointing than to find that Japanese politics is being carried astray. Worse still, it is under the influence of clansmen or bureaucrats. At the same time, genuine public opinion must be discriminated from the so-called popular voice, which represent only the inclination of a section of the people. Such popular sentiment is often created from prejudicial motives to be taken advantage of by ambitious politicians."

"For example, the conclusion of the peace agreement at Portsmouth at the end of the Russo-Japanese war was neither the late Minister Komura's failure nor was the Cabinet responsible. Nevertheless, the late minister was severely condemned and the cabinet was made the target of criticism resulting in the agitation at Hibiya. Such sectional and harmful sentiment ought to be suppressed by all means."

Urges Freedom of Speech

"On the other hand, the growth of sound public opinion should be helped by speeches, writings, education or whatever means may be found."

"Politics in Japan is carried out through the Houses of Peers and Representatives; they represent the opinions of people high and low; they are superintendents of the government and are powers which give approval to budgets and pass the laws. Both Houses are composed of scholars, business men and men of riches. Among the scholars are lawyers, economists, scientists, philosophers, literary men, journalists, physicians, barristers and so on. At all events, they are elements which can direct public opinion to reasoning and which can dictate national principle."

"Constitutional politics is the

politics which should be handled by this class of men. What mischief then, that the Genro interfere in national affairs! They are the usurpers of the common rights of the people. In Japan, constitutional government is only nominal; influence which should be possessed by parliamentary representatives is kept by the Genro, and advice which is decisive on national affairs is freely offered by these men to the Throne. Is this constitutional monarchy?

Japan Now a Belligerent

"Japan is now involved in the world's greatest war. This is not the time to indulge in slumber. To begin with the influence of the Genro ought to be shifted; otherwise whatever efforts may be made by the people, the Japanese politics will make no progress."

In his last article Marquis Okuma begins by a discussion of national expansion, dividing it into two parts, territorial acquisition and civil expansion. It is the latter that Marquis Okuma champions, saying that it not only brings nations into better relations, but may result in less progressive people being elevated to a higher standard of living and position.

"In material civilization," says "industry is carried out, railways are extended, steamship lines opened and army strengthened, for it has become necessary for countries to have both the military and the commercial mixed in the proper proportions."

Too Much Material Progress Bad

"History shows that much material progress often ruins countries. Spain, not many years ago boasting of her influence over the world, is now dying. Portugal and Holland are other examples of nations that have declined. The civilization of Egypt, Assyria and Babylon in ancient times may well have been compared with that of Greece or Rome, but there is nothing remaining today. The 'Snow Mountain' in India, beside which Buddhism was founded, stands as it was thousands of years ago, but India's progress is gone."

"In China, there were many men of learning and many upright politicians, which she can justly be proud of. Nevertheless, what is the present state of the country? A series of internal disturbances which never cease, are so deeply rooted that except for the support of foreign Powers, her independence would always be menaced."

"Japan long remained closed to foreign intercourse. She was neglected by all the Powers of the world. But since she was first introduced to foreign countries, she has studied assiduously Western sciences, religions, politics, etc., and in fifty years has been able to bring herself to nearly the same rank as the Western first class Powers. Of Asiatic countries, she is the one and only one exception which has successfully imitated the Western civilization and which is destined to further refine it."

Dr. Reinsch Quoted

Here Marquis Okuma quotes Dr. Raul Reinsch, American Minister to Peking.

"All countries are now too busy in the solution of internal affairs," said the latter in his book on Colonial Administration, to try to bring other countries of a lower grade to the same standard of civilization and let them enjoy more benefits."

Marquis Okuma continues, saying that the aims of a country are in the accomplishment of three things, (1) the right of the individual to enjoy an orderly society should be guaranteed; (2) national living should be improved so that the people may enjoy more comforts; (3) the ultimate object should be the furthering of the world's civilization to the benefits of mankind. These views are confirmed, Marquis

Okuma maintains, by the fact that international treaties are concluded not only for economical interests but for the advancement of the world's civilization. It is a gross mistake, he says, if a politician tries to direct national expansion solely towards the acquisition of land or economical interests; it is evident that they shall fall into the same blunders as the Spanish, Portuguese or Germans.

"The birth rate in Japan is more than satisfactory," he writes. "The population at the beginning of the Meiji era—fifty years ago—was 30,000,000, but now it is more than 52,000,000 excluding the people in Korea and other territories. That the Japanese population is increasing in greater proportion than any other country is a power that makes Japan stronger. This power must not be misused, but, directed for good objects and Japan will be able to offer meritorious services to the welfare of the world."

BRITAIN DECORATES TSAR

(Reuter's Agency War Service)

Petrograd, October 19.—The British Ambassador, the Rt. Hon. Sir George Buchanan, today presented the insignia of Knight Grand Cross of the Order of the Bath to the Emperor of Russia as Generalissimo of the Russian Navy, in recognition of the services of the latter in guarding the Baltic and driving the Turkish Fleet into the Bosphorus.

Aviator Over London Loops Loop 23 Times

Thrilling Evolutions For Charity
Show Advance In Art
Of Flying

London, September 18.—Extraordinary developments in aviation under war pressure were shown in a performance given yesterday by a military aviator in the neighborhood of London for funds for war hospitals. As the story goes, Lieutenant Robinson looped the loop three times in his joy after destroying the Zeppelin L-21.

The performer yesterday began his stunt high in the air and made his big biplane do some wonderful bird-like evolutions. It was like figure skating, if you can imagine a skater turning somersaults. By way of varying his intricate patterns he dived, turned over, and shot up again. He looped the loop twenty-three times, getting lower each time until he was too near the upturned faces for nervous watchers. It was a dance in the air as quick and sure as the sportive flight of a swallow at evening.

The flight of aeroplanes over London which was once illegal, owing to fear of possible descent upon some thickly populated quarter, nowadays is no un-

common incident, and in certain districts not far from the metropolis swarms of aeroplanes of various types can be seen in the air at any time, making speed and performing evolutions thought impossible a couple of years ago.

Experts declare that when peace comes the application of aeroplanes to ordinary purposes of life will bring many surprises.

TEMPS WARNS IRELAND

(Reuter's Agency War Service)

Paris, October 20.—Le Temps, which favors Home Rule, says that, despite the rebellion, the loyalty of the Irish cannot be suspected but it must manifest itself in acts. Unless she takes her fair share in the common effort, Ireland will lose all chance of obtaining the liberties she claims. The surest way to compromise her claim to Home Rule is to appear a "slacker."

London, October 19.—The minority in the division, yesterday evening, on the amendment to Mr. Redmond's resolution, passed by the House of Commons, was composed of 59 Nationalists, about 40 Liberals and a few Laborites. The O'Brianites abstained from voting.

CONCEDE BREMEN'S LOSS

(Reuter's Agency War Service)

Washington, October 19.—Leading German diplomats familiar with the movements of the German submarine Bremen virtually concede its loss.

YOKOHAMA GIRL WED TO U.S. NAVAL OFFICER

Miss Leslie McWilliams Be-
comes Bride of Lieutenant
John A. Logan Zenor

Tokio, October 17.—Miss Leslie Frances McWilliams and Lieutenant John A. Logan Zenor, of the United States Navy, were married yesterday at the home of the bride's parents, Mr. and Mrs. C. F. McWilliams, 37 Water Street, Yokohama. The Rev. Father Pettier performed the ceremony. The civil service took place at 10 o'clock in the morning at the American Consulate-General, Mr. D. M. Kirjassoff, Vice Consul-General presiding. The witnesses were Mr. J. R. Geary and Mr. Edward Beart.

The wedding was private and the ceremony simple. Mr. Geary attended the bridegroom. The bride was given away by her father.

About 200 guests had been invited to a reception which was held at 5 o'clock in the large private dining room of the Grand Hotel. The room was decorated with many brilliant bouquets and baskets of flowers. The couple received congratulations under a marriage bell of white flowers, beneath an arch of fresh bamboo saplings.

The wedding tour will include Nikko, Korea, Peking, Shanghai,

Manila and other points in the Orient. Lieutenant Zenor is a graduate of Annapolis and is now attached to the flagship Brooklyn at Shanghai.

NEW PLAN FOR BRITISH PRISONERS IN THE WAR

(Reuter's Agency War Service)

London, October 20.—Official: The Government has approved the proposals of the new Prisoners' of War Committee, which has been sitting under the presidency of Sir Starr Jameson, with the object of ensuring that every British prisoner of war shall receive the comforts he needs. In future parcels will be sent by authorized organizations. Each prisoner will be supplied by only one organization with food-stuffs not exceeding thirty lbs. a week. This scheme does not apply to officers, whose parcels will be dealt with as at present.

COALITION CANDIDATE WINS

(Reuter's Agency War Service)

London, October 19.—The bye-election at Winchester has resulted in the return of Mr. Carnegie, the Coalition candidate, who received 1,218 votes, his opponent, Mr. Woods, the Independent candidate, polling 473 votes.

WALK-OVER SHOE SERVICE

OUR AIM

is to make this store an ideal place in which to buy your shoes.

You will like the way we serve you. Our salesmen are expert in fitting feet. They know how, and this "know how" is worth a whole lot to you when it comes to fitting your feet. You will get comfort, style and quality, and at a reasonable price.

Our window is just full of reasons why you should wear Walk-Overs this Fall.

See them displayed in our window.

Call in and visit our
HOSIERY DEPARTMENT.

Just now our stock is big, and we have varieties galore.

WALK-OVER SHOE STORE

17, NANKING ROAD.

Let us send you our next Catalogue and Price List.



KODAK Finishing

with us is a speciality. Try us with some of your work and be convinced

Burr 2 Broadway

Tells How They Search You When You Leave Germany

Every Article and Piece of Clothing Belonging to the Traveler Is Examined With Great Care, and He Also Has to Undress

By Franz Hugo Krebs
(New York Times)

The examination which one has to undergo when entering or leaving Germany is very stringent and trying, and as the war continues is gradually becoming more rigid. When I went into Germany in 1915 via Bentheim and came out again by the same route, my examination was reasonably thorough, but this year, going into Germany and coming out via Warnemunde, where revelations of examination of luggage and of person carried to a point beyond which it would be almost impossible to conceive.

As the examination is made stricter and stricter from time to time, and as it is also changed, whenever it is found that spies try to smuggle either despatches in new and hitherto unsuspected ways, I will describe my personal experiences coming out of Germany via Warnemunde and also relate, as they differed from mine, the experiences of other Americans who came out at the same time.

Having been told that no one was allowed to take out either printed or written matter, and also having heard that there was much trouble about photographs, I took all my books, photographs, and manuscripts to the German Foreign Office. There everything was carefully examined by Assessor Roediger, done up in one package and sealed in several places. I received a little signed by Baron von Munn, head of the Press Department of the Foreign Office, asking the frontier authorities to pass the sealed package without opening it. My request for a letter asking the frontier authorities to pass me and my belongings "with as little trouble as possible" was refused, and I was told that such letters were no longer given.

A friend of mine who had come in to Germany a few days before told me that on reaching Warnemunde tickets were given out and that passengers were examined in the order of the number on their ticket; so I arranged matters with the conductor of the train from Berlin. He told me where to stand just before we reached Warnemunde, pointed out to me, when we arrived, the man who gave out the tickets—and I received No. 1.

I had with me a large trunk, two grips, and a hatbox, and my experience coming into Germany led me to believe that unless I was well up in the line I might possibly be held over in Warnemunde until the following day. As the steamer I planned to take for the United States sailed from Copenhagen the next day, it was essential that I should not be detained.

Entering a building right by the train, I was told to go through a long room, and was halted at the door of another room and asked to produce my passport. After it had been carefully scrutinized I was passed into another room. There I found a porter with my grips and hatbox, and I was asked to identify my trunk. All my luggage was then placed on a wooden bench, and an officer and sub-officer came over to take charge of the examination. Fortunately for me, the sub-officer had lived in New York for eight years, and not only spoke English very well, but was also inclined to be friendly. I was informed that everything would be examined and that all my things must be taken out of my grips and trunk as well; moreover, I was told that I must take out and also put back the things myself.

I never pack my trunk; it had been packed by the chambermaid at the Hotel Bristol, on Unter den Linden,

and when I left Warnemunde its appearance beggared description. All my handkerchiefs, collars, shirts, drawers, and socks were examined, one by one, to see whether any concealed papers could be located or whether anything was written on or sewed into them. Handkerchiefs were entirely unfolded, shirts, drawers and socks were turned inside out, and always there was a careful and persistent search. Every crease was examined. My soap was cut in pieces and a stick of camphor ice that had been cut in two places when I came into Germany was cut in another place. First the grips were examined, and then the hatbox; then, tray by tray, everything in the trunk was gone over. My boots and slippers were examined with great care, and, fortunately, I had no boots that had been recently resoled or reheeled, otherwise they might have been ripped apart. This, I was told, is frequently done.

Coming into Germany the examining officer had torn out the stand in my hatbox, on which the hat rested. I had this fixed in Berlin, but I might better have waited until I returned to New York, because, as it was impossible for him to get his hands between the stand on which the hat rested and the side of the box, the examining officer simply tore the stand out. The band of my silk hat was pushed up, to see whether anything was concealed underneath, and the cushion for brushing the hat was ripped open. My evening hat was opened. Although it was bought in the United States, it seems that it had been made in Paris, and, as that fact was stamped inside, I had a feeling that it did not lessen the care with which it was examined. In the bottom of my trunk there were about a dozen Summer shirts; I had not worn them since the previous Summer, and each had a piece of cardboard placed in it when laundered in order to hold the shirt in shape. The cardboard was taken out of each shirt and laid aside.

This completed the examination of my luggage, and I was then told to go with another sub-officer and submit to a personal examination. I was directed to go into a compartment and was told to take off all my clothing except my undershirt. I was also told to take everything out of my pockets and put it on a shelf. Bank notes were unfolded, one by one, to see that there was no tissue between; my matches were opened, so was a small metal case that I carry my subway tickets in. The outer and inner cases of my watch were opened. The pockets of my topcoat, coat, waistcoat, and trousers were turned inside out, and fingers passed over every seam. My boots and socks, drawers, and shirt received the same careful attention previously accorded those in my trunk. The band around the hat I wore was pushed up and the sweatband was turned down. Then, after passing his hands over my undershirt, the examiner told me I could dress myself.

Next I was handed a paper to sign, stating that everything had been returned to me, and I was told that my examination was over. Although I had the No. 1 ticket, I was next to the last allowed to go on board the steamer waiting to take us to Denmark; this was on account of the fact that most of the people carried little luggage with them. The last passengers to come on board were an American lady and her daughter who had lived in Germany for six years while the daughter was completing her musical education. They had with them a number of photographs of friends and relatives, and the pictures were all soaked in water until they could be removed from the cardboard on which they were mounted.

The examination to which I was subjected was merely the usual one; when there is particular suspicion of the individual the examiners are much stricter. One man had all his shirts, collars, and cuffs thrown into a vat of chemicals, to test whether there was any writing on them; the things were awfully stained, and their owner confessed to apparently well-founded doubts that he would ever be able to wear them again. The lining of this man's suitcase was ripped out, and some thick paper between the lining and the leather was taken out and thrown into a chemical solution.

One woman had her back rubbed with a lemon in order to wash off anything that might be written on it. All the women had to undress and take down their hair. All children, even infants in arms, are undressed and examined with the utmost thoroughness when there is the least suspicion of those with whom they are traveling.

The examination of suspected women is, of course, conducted by women inspectors, and I was told that cipher despatches written on oil paper have sometimes been discovered, and that the examination is rigid in the extreme. In fact, American women who consider going to Germany before the end of the war must make up their minds in advance that they may possibly be subjected to an examination that to many would be humiliating.

Cincinnati's Beauty To Wed Navy Aviator



MISS ELIZABETH COMPTON.
(From a pastel portrait by Louis Hela, noted French artist.)

Cincinnati, O., September 16.—Mrs. William C. Compton, of this city, has announced the engagement of her daughter, Miss Elizabeth Compton, to Lieutenant William M. McIlvaine, United States Marine Corps aviator, who is now stationed in California. Miss Compton is a well known beauty and has attracted attention in society all over the country.

The romance began when the two met at a Navy Ball at Coronado Beach, California.

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COUNT TERAUCHI ASKS HELP OF JAPAN'S PRESS

A Firmer Rule Foreshadowed In Talk To Two Press Associations

Tokio, October 11.—Field-Marshal Count Terauchi yesterday invited members of the International Press Association and Japan Press Association to luncheon and made his first statement of policy since his inauguration as Premier.

In the course of a speech, the Premier said:—

"With great diffidence I have accepted the Imperial command to form a Cabinet. The Empire now faces a situation demanding strenuous and serious exertion of all its people. At home we have to effect reforms in all departments of national life and nourish the resources and strength of the country. Abroad we should make it our supreme object to maintain our faith with foreign Powers and be strictly fair and upright in all our dealings with them. The nation must face all its troubles and difficulties in union and harmony, with a view, on the one hand, to place the fortunes of the Empire on a foundation solid and unshakable, and, on the other, to secure the peace of the Far East for all time.

Accepts Call of Duty

"When I think of all this, I cannot help feeling uneasy and humbled, and it is only my sincere solicitude for the future of the Empire that has induced me to accept the great task laid upon me and dedicate my unworthy self to his Majesty's service in obedience to the clear and straight path indicated by the Constitution.

I am, however, aware of my shortcomings and inexperience in affairs of State, and I am filled with apprehensions as to my ability to carry out the great work given me. My earnest wish is that under the influence of his Imperial Majesty's virtue, on the one hand, and by the support of the nation, on the other, I may be enabled properly to conduct the affairs of State at this difficult juncture. Such is my wish, but I know that the path before me is beset with difficulties. I have, therefore, to appeal to you, gentlemen, for your valued assistance and support in discharging the duties of the important post to which I have just been called."

Dr. Clay MacCauley, on behalf of the foreigners, present, and Mr. Otani, secretary of the Japanese Press Association and editor of the *Miyako Shinbun*, replied. The latter expressed the wish of the newspaper world of Japan that greater freedom of the press will be enjoyed under the new regime than under that of the retiring Premier.

CONVICTED OF ARMY FRAUD

English Uniform Inspector Gets Five-Year Sentence in London

London, September 16.—Lucien Asseling, an Inspector in the Army Clothing Department, was today sentenced to five years' penal servitude on the charge of accepting bribes from contractors to pass their goods and also of obtaining £7,000 under false pretences by instigating another man, in the name of a fictitious firm, to make a tender for a supply of razors and knives, less than half of which were alleged to have been delivered to the Government.

Charges are pending against other official departments, and the Judge who sentenced Asseling suggested that the Government should overhaul the whole system of purchasing departments and places business men at their heads.

Electric Motors

Compare the electric motor with other driving machinery. The Electric Motor starts immediately—No waiting. is free from noise and smell. is absolutely clean. has a perfectly constant speed. gives off no fumes. requires no cooling water. occupies the least space. Finally, the electric drive is invariably the CHEAPEST.

The Electricity Department will be pleased to advise consumers on new installations. Particulars of power, rates, etc., may be obtained from the MUNICIPAL ELECTRICITY DEPARTMENT SHOWROOMS: 471-2 NANKING ROAD. TEL. No. 2660.

SPECIAL FOR TODAY

"North Poles"

Just the thing for your afternoon tea.

Sullivan's Fine Candies

11 Nanking Road.

Congress Tyres:

The Good But Low-Priced Tyres.

3,500 miles

is the adjustment basis. Give them a trial.

MARKT & CO. (Shanghai), Ltd.
89-91 Rue Montauban



Pour LUX on the troubled waters of the wash

Myriads of delightful Lux wafers are working wonders at the wash-tub all the world over. In colour, these wafers are as cream—to the touch they are as silk. Each single Lux wafer is a tiny missionary for cleanliness and comfort. Their mission is to make cleanliness really delightful and delightfully easy to attain.

LUX FOR WOOLLENS, BLANKETS, FLANNELS AND DAINTY FABRICS.

Sold by all Chemists and Dealers

Agents:

LEVER BROTHERS (CHINA), LIMITED,
8 Kiukiang Road, Shanghai.

ROSENSTOCK'S 1917 DIRECTORY

and

Commercial Gazetteer of China and Manila

will contain a complete Directory of Firms and Personnel, the principal Chinese Firms, Government and Municipal Officials, Consulates, Public and Private Schools, Missions and Members, Clubs and other Associations and an alphabetical list of Foreign Residents in

Amoy, Antung, Canton, Changchun, Changsha, Chefoo, Ching-kiang, Chiwan-giao, Chungking, Dairen, Hangchow, Hankow, Harbin, Hongkong, Ichang, Kiukiang, Lungkow, Macao, Manila, Moukden, Nanking, Newchwang, Ningpo, Peking, Port Arthur, Shanghai, Shasi, Soochow, Tientsin, Tongku, Tsinanfu, Tsingtau, Yenchow, Weihaiwei, Wenchow, Wuhu,

together with

a Trade Directory of the Principal Centres, a Commercial Gazetteer of China and an Abridged History and General Trade Report of China and a Description and Trade Report of each City. Information of all Firms, Clubs, Associations, etc. published gratis.

APOLLO THEATRE, Commencing Monday, October 23.

Opening Performance of "THE WHAT NOTS"

A Variety and High-Class Comedy Company.

comprising the following artists:

"The Great Renville Roberty"

Master Magician and Illusionist.

"Charley"

Comedian, Humoris' and Siffleur.

His humor is inimitable.

"Miss Irene Beryl"

Serio-Comic Ragtime Singer and Classical Dancer

"The Warleys"

Sketch Artists and Dancers—Jack Ashore

and their latest creation—"Flirtation Waltz"

"Silvano Lopez"

Musical Director and Solo Pianist.

This company has just concluded a most successful season at Hongkong

Booking at Robinson's: Prices as usual



A SCENE FROM "THE RED CIRCLE," CHAPTER NO. 11, (PATHE)

"THE RED CIRCLE"

11th and 12th Episodes (4 Reels) entitled:

"Seeds of Suspicion" and

"Like a Rat in a Trap"

RUMANIA'S KING AMAZED COUNCIL

In Announcing Decision for War
He Said He Had First
Conquered Himself

ARMY CURSED BY CARP

Pro-German Leaders Furious At
Monarch's Action—Airship
Shot Down

London, September 18.—The Daily Chronicle's Bucharest correspondent, describing the meeting of the Crown Council held before Rumania's entry into the war, writes:

"The council was held in the Cotroceni Palace, some distance outside the town, the private residence of the King and Queen, not at the old place in the center of the city, the hour of the meeting being changed repeatedly.

"The King by his manly and stirring words won more for himself than perhaps he had done since he came, a German and a Hohenzollern, to this country.

"Gentlemen," he said to those assembled, who included the leaders of the Opposition parties and former Ministers of note, "I have not called you here to ask your opinion, but to tell you my decision on a matter of import. I have decided on instant mobilization of the army on the side of the Allies and an immediate attack on Austria-Hungary. The moment has come to liberate our brothers in Transylvania from the Hungarian yoke.

"He concluded by saying: 'Remember, I have first had to win a preliminary victory, a victory over myself. May Rumania's victory over her enemies be as lasting and complete.'

"To the old Conservative party this declaration came like a spell. They had believed they had been called to hear Premier Bratianu asked to resign the helm of State to M. Maloresco, the former Prime Minister. M. Marghiloman ventured, among other objections to an advance into Hungary, to suggest to them that they might be opposed to troops under von Hindenburg.

"A Hohenzollern never feared a Hindenburg," was King Ferdinand's reply.

"M. Carp, virtual head of the Conservative party, allowed his feelings to carry him so far as to break into a tirade.

"Though I have two sons in the army," he said, "I hope it may be beaten as an army never was before, and may its remnants fly over your Majesty's head, (using a Rumanian expression). My paper shall appear no longer.

"With this terrific threat he left the scene.

"With each and every one of those assembled the King shook hands. Only to M. Marghiloman, the rabid pro-German and leading member of the Conservative Party, did he put out both his hands with the palms upward and half closed, an old Rumanian sign of condolence, but sufficiently significant in the circumstances, as the Conservatives, or a part of them, always have been either for strict neutrality or action on the side of Germany, for either of which the reward was held out at Berlin of Bessarabia being taken from Russia and returned to them."

The correspondent, describing the first air raid on Bucharest, makes the announcement that the German airship was destroyed. He says:

"Though orders were for all to retire to the cellars, everybody crowded the streets to see the fun. A Parsifal and an aeroplane, coming from the direction of the Danube, had been signaled and their route to the capital

Son of Late Mayor Of New York to Drive A French Ambulance



New York, Sept. 14.—Rufus Gaynor, who inherited \$100,000 from the estate of his father, the late Mayor William J. Gaynor, sails this week on the Chicago to take part in the ambulance corps work of the French army.

Many young Americans are engaged in duties under the Red Cross behind the French lines, and their services but recently elicited the appreciation of the Paris Government.

"I am interested in the work and want to help," said Mr. Gaynor. "I am not going over for the excitement." Mr. Gaynor is twenty-eight years of age. For a time he worked as a newspaper reporter.

heralded by the sound of anti-aeroplane and machine guns. On they came, but only to be caught up very quickly by the searchlights. Shells flashed round the airship. She hesitated, turned and, pausing, once more moved off riverwards, many who watched declaring her nose dipped.

"Now, this is true, though for

certain reasons the Government is silent on the matter. The Parsifal, which had been seen by a large number of people, is lying a mangled, shapeless mass outside Bucharest, with a cordon of troops around it. It is of aluminium. Of the fate of its crew accounts differ. Some state that all were killed and horribly mutilated, others say only three were dead and the rest, injured, are in the hospital. They are Germans in German uniform and the craft came from Sofia."

After Danube Crossing

Kiev, Russia, September 15.—Whatever may be the further developments of events in Dobrudja, the Allies follow impetuously their wide strategic plans. The Russians continue energetically onward to Halicz and in the main passages through the wooded Carpathians, where the Germano-Turco-Austrian Army resists with great energy. The Turkish prisoners I have seen are of very fine physique, evidently the best material which can be recruited in Anatolia.

The Rumanians now occupy two important points on the Upper Maros—Toplitza and Gorgeny, from which they already threaten Maros Viaschely, the industrial and intellectual center in the country of the Szeklers. We should never lose sight of that elementary truth that the River Maros leads straight down to the Theiss, that big affluent of the Danube, which, after having crossed all Hungary, finishes very near Belgrade.

Now as far as events in Dobrudja are concerned it seems very probable the enemy is composed mainly of Bulgarian and Turkish troops, assisted by powerful German artillery and aviation services. The plan of the Germano-Bulgarians is not yet quite clear. It remains very doubtful whether they ever contemplated the forcing or crossing of the Danube, a formidable operation, rife with difficulties and risks and one for which they can hardly have sufficient numbers.

One may admit their idea was rather to penetrate as far as possible into Dobrudja and reach the famous bridge of Cernavoda, which carries over the Danube the railway line from Bucharest to Constantza. Cernavoda is a point of great importance, one on which the Bulgarians even in time of peace looked with restless eyes. It remains to be seen whether they have with their allies sufficient strength to try to pursue their ambition as far as this important Danube crossing.

KELVINIA SURVIVORS

UNWARNED BY U-BOAT

Hostlers Who Return To New York After Ship Was Torpedoed Give Affidavits

New York, September 22.—Twenty-seven American hostlers who were on the British freighter Kelvinia when she was torpedoed in Bristol Channel on September 2 arrived yesterday on the Anchor liner Tuscania, and testified to a representative of the Collector of the Port that she was struck without

warning, and it was entirely a stroke of good fortune that they were not all drowned.

Their affidavits were taken by two stenographers at the pier and sworn to before George Lamb of the Law Department at the Custom House, to be forwarded to the State Department through the Secretary of the Treasury.

The submarine was sighted from the bridge at 2.20 a.m., on the port bow, and could be discerned plainly in the

bright moonlight. Before the officer on watch had time to alter his course the undersea craft fired a torpedo, which hit the Kelvinia on the port side, just forward of No. 2 hatch, which caused the steamship to list heavily, as the water poured into the hold. All hands were ordered to the boats, which were swung out at the davits.

The submarine circled around the sinking ship for a time, to make sure she would founder, and then submerged, the hostlers said. The boats remained in the vicinity of the

derelict until 4 o'clock in the afternoon, when she sank, and they were picked up a little later by a British trawler and land at Bristol.

Washington, September 18.—Until information being sought by the American Embassy at London has been received the Kelvinia incident, officials said tonight, will not be made the subject of a diplomatic inquiry. Affidavits of the survivors taken in New York today will be studied in connection with those being received by the American agents in England.

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat: "The output of crude oil for October 20 was 114 tons."

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The Submarine And Lawful Warfare

A Reply to Major Bigelow's Defense of an Unrestricted War on Vessels of Commerce

By Professor Munroe Smith

Major John Bigelow U. S. A. retired, has criticised a brief article of mine upon submarine warfare and the Fryatt case, which has been published by the American Rights League. My critic does not discuss the legality of the execution of Captain Fryatt as a franc-tireur. His criticism is directed against the first part of my article, in which I maintain that the use of submarines against merchant vessels is illegitimate. This contention I base upon the admitted fact that submarines cannot make such provision for the safety of non-combatants as is required of other war vessels.

Major Bigelow's position is apparently the same as Count Bernstorff's. Because international law has not yet had time to regulate the use of the new weapon, those who use it may violate any rules of sea warfare which they are unable to observe.

I do not affirm—nor does Major Bigelow, whose restatement of my position is fair and substantially accurate, represent me as affirming that the use of a new instrument of warfare by a single belligerent is necessarily unlawful. The submarine may lawfully be used against war vessels, because this use of the new weapon violates no rule of existing law. Similarly, however shocking to our feelings such warfare may be, the use of poisonous gases, producing death after protracted torture, and the use of jets of burning fluid, which seems almost equally inhuman, cannot be said to violate any existing rules of international law. In such cases, where the new instruments or methods of warfare are employed against the armed forces of the enemy, the inhumanity of the innovation does not make it illegal.

I insist upon this fairly obvious point because Major Bigelow's discussion tends to create the impression that "juridical theorists," to which class I seem to be assigned, are engaged in the futile task of resisting the development of the art of war. Inasmuch as Major Bigelow goes back of my arguments to my implied promises, and states clearly his own theories regarding the law of war and the rights and duties of belligerents and of neutrals, it is perhaps desirable that his theories should in turn be examined.

Major Bigelow asserts that "whatever is effective, whatever tends to shorten a war, is legitimate." This does not seem to me to be wholly true. Indeed, he himself admits that the right of a belligerent to injure his enemy may be curtailed by "a well-established rule." When he says, however, that "all rules of war that have any vitality, any force and effect, are corollaries" of his general principle, and that "in this principle is the whole law of war," he apparently assumes that the established rules which curtail a belligerent's action do not interfere with any measure that is really likely to shorten a war. This, however, is not always the case. If in 1813, for example, the enemies of the French Empire could have bribed a cook or scullion in Napoleon's field kitchen to poison the Emperor's coffee, it is almost certain that the European war then raging would have been shortened; but such a mode of warfare would have been regarded even by military men as illegitimate.

That a new method of warfare is inhuman does not, as I have conceded, make it illegal. I dissent, however, from Major Bigelow's statement that because war is essentially inhuman it cannot in any degree be humanized. His position is the same as Sherman's: "War is barbarism, and you cannot refine it." It has, however, been the effort of the world for more than two thousand years to diminish the barbarity of primitive warfare; and the effort has not been wholly unsuccessful. The greatest gain that has been secured is the restriction of hostilities, in principle, and so far as possible, to actual combatants. It is this gain in particular that is jeopardized by the use of the submarine against merchant vessels. It is quite beside the question, I think, to insist, as Major Bigelow does, that the lives of combatants are quite as important to themselves and to society as those of non-combatants. Such degree of protection as has been gradually accorded to non-combatants is not an end in itself, but a means to an end. What the world has been trying to achieve is some limitation of the range and extent of the destruction of human life in war; and the use of submarines against merchant vessels not only involves a violation of a legal rule, but is an

attempt to reverse a marked and wholesome development of international law.

That the use of a new instrument or method of warfare may prejudice the rights of neutrals Major Bigelow recognizes; and since these rights, if respected, may interfere with the effective employment of the new instrument or method, he is forced at this point to recede a little from his original position, that "whatever is effective is legitimate."

His second position is that a belligerent nation, employing a new instrument of warfare may disregard the rights of neutrals, as well as those of enemy non-combatants, and that subsequently the neutrals and the belligerent are to "settle their conflicts of rights, arising out of changes in the art of war, by compromise." That is, the belligerent is to act illegitimately, and then propose to make some sort of adjustment. In such a compromise or adjustment, however, the neutrals will necessarily have the worst of it, if, as Major Bigelow asserts, "the rights of belligerents are older than the rights of neutrals and are thus entitled to precedence over them." That the rights of belligerents are in fact older than those of neutrals Major Bigelow would find it as difficult to prove as I should find it to prove the contrary; but, granting this part of his argument, it does not follow that the older rights are entitled to precedence. In every system of law the opposite rule obtains: the newer right narrows the older, in so far as the full exercise of both is impossible without conflict. This is a corollary of the principle that a later law repeals all earlier laws, in so far as its provisions and theirs are contradictory.

Throughout the history of civilization we can trace increasing control by the larger social bodies of their warring parts. The development of the modern State begins with the assertion of the superior rights of the tribe over warring clans; and the rights of warring clans were regulated by the tribe—that is, by the neutral clans, acting collectively—long before clan feuds were wholly suppressed. The evolution of a world order is following similar lines; pending the attainment of the ideal goal, the suppression of war, the world is trying to regulate the conduct of warfare; and those who proclaim the precedence of the rights of belligerents over those of neutrals are vainly resisting an inevitable process. The stars in their courses are fighting against them.

Major Bigelow rightly attributes to me the premise, clearly implied in my argument, that "no new rule of

war can be established by the practice of a single belligerent." This he denies. His argument is that if, in the development of the art of war, a single nation, in order to make a new instrument or method of warfare effective, violates a rule of existing international law, and if subsequently this action of the single nation is sustained by the general usage or collective agreement of all nations, the single nation which first violated the earlier rule may be regarded as having established the new rule by its sole action. This is not a correct inference. It is the later collective action that makes the new rule. In the development of new usage, contrary to older usage, it is, of course, necessary that somebody shall first disregard the older usage, but at the time such action is unquestionably illegal. The innovator has broken the law, and he may be denounced and dealt with as a lawbreaker. To take the opposite position is to say that no breach of law is to be visited with any penalty, if it seems possible that the breach may open the way for the eventual establishment of new and different law. The premise that Major Bigelow denies is something more than a juridical theory; it is the cornerstone of all social order.

The chief trouble with militaristic thinking—I use the adjective with no implication of censure, for in the present condition of the world militaristic thinking is quite as natural and necessary as legal thinking—is that, as the German saying runs, it fails to see the forest because of the trees. To the militarist the world is not even an inchoate organization; it is simply a body of separate States, divided, in time of war, into belligerent States and neutral States. The neutral States are not the world, nor are they even representatives of the normal world. They are entitled to protect their own interests, but not the collective interests of the society of nations. The first duty of each is to observe strict neutrality, except when it is clearly injured by the act of a belligerent. Even in that case it may not treat the injury to itself as an injury to the world. In the case of the Lusitania, for example, our country is entitled to intervene in the controversy only because the lives of American citizens were sacrificed. It may not take the broader ground that the lives of non-combatants were sacrificed contrary to law, because that is none of our business.

As regards the immediate question in debate, the use of submarines against merchant vessels a strong case can be made against Germany on Major Bigelow's own premises. If, as he has the courage to admit, his principle, that "whatever is effective, whatever tends to shorten a war, is legitimate," contains by necessary implication the converse proposition that "whatever is ineffective, whatever does not tend to shorten the war, is wanton and illegitimate," it follows that the legitimacy of Ger-

many's use of submarines turns on very debatable questions of fact. Their use against the enemy's commerce becomes legitimate only if they establish an effective blockade of his ports. "Commerce," as Major Bigelow justly says, "is the lifeblood of a nation"; and of no nation is this more obviously true than of the British. Is there any evidence that German submarine warfare has arrested or seriously hemmed the circulation of the British lifeblood? Again he says: "If a nation can be starved into surrender by sinking

merchant vessels without warning, and this is the quickest way of terminating the war, it is the most humane way." Is there any evidence that the British Isles are being starved, or are likely to be starved, by German submarine warfare? If not, is not that warfare "wanton and illegitimate?"

On the other hand, is there not evidence that the German practice of putting the crews of merchant vessels adrift on the high sea in open boats, to say nothing of drowning them without warning, is operating to

shorten the war only by possibly hastening the defeat of Germany? An Austrian "juridical theorist" has had the sense to see and the courage to say that the use of submarines against merchant vessels, like the use of Zeppelins to bombard English cities and villages, is, from the military point of view, ineffective. He points out, further, that it is worse than ineffective; it aids Germany's enemies by sharpening their fighting edge, and also by alienating the sympathies of neutrals.

That the citizens of neutral States

are far more largely in sympathy with the Western Allies than with the Central Empires—that Germany in particular, as Dr. Dernburg informed his countrymen a year ago, "has few friends in the world"—is largely ascribable to the fact that Germany has conducted the war, from the violation of Belgium neutrality to the judicial murder of Captain Fryatt, on the principle that whatever seems directly effective, from a military point of view, is legitimate and advisable, ignoring the indirect results of such a policy.

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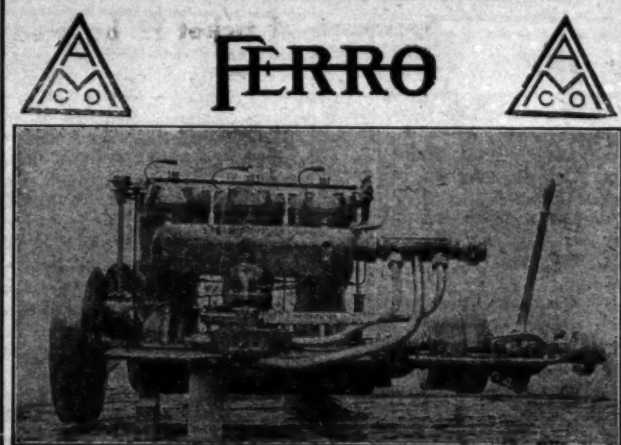
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CHINA PRESS Incorporated, Delaware, Publishers

How To Defer The Advent Of Old Age

By Charles Edward Nammack,
M. D., LL. D.(Surgeon of New York Police, Visiting
Physician to Bellevue and St.
Vincent's Hospitals, Professor of
Clinical Medicine Cornell Uni-
versity Medical College, New
York)

SUCCESS in war is not so much a question of men and money as it is a question of bread and meat. The efficiency of entire armies has been seriously jeopardized by difficulties in the commissary department. The history of a military campaign may be aptly compared to the battle of life, which the tissues of the human body are constantly undergoing.

In the human body the circulatory system constitutes the commissary department. The blood vessels are the purveyors of its nutrition. They deliver the proper kind of nutriment required by each individual part. They do not leave powder and shot at the field hospital and send carbolic acid to the firing line, but each ultimate tissue of the body receives, during health, the material proper to its rebuilding.

It is in the arteries and their terminal branches, the capillaries, that the ultimate processes of life take place. It is upon these vessels that the stress and strain of our daily life must fall.

The whole circulatory apparatus is under the control of the nervous system, which acts not only directly upon the heart, but also on the vessels themselves, in whose muscular walls there are "local hearts," and these local hearts regulate local pressure, and have, moreover, immediate connection with the central heart. The increased complexity of our modern life causes increased wear and tear upon this complicated circulatory apparatus, and the brunt of the wear and tear falls upon the arteries.

ARTERIOSCLEROSIS is a degeneration of the structural elements of the arterial wall. Atheroma may be regarded as the physiological form of thickening of the arterial wall, which is the usual accompaniment of advancing age.

When arterial disease throws more work upon the heart the heart muscle tries to overcome the increased resistance by more forceful contraction and accomplishes this by an increased size of the muscular fibers and also by adding additional new fibers. For a while this addition compensates for the increased labor of the circulation and the patient is comfortable; but after a time the obstruction becomes too great to be overcome by the increased power of the heart muscle, and slowly and stubbornly the heart yields, its chambers become enlarged, and the valves, which should accurately close the chambers, begin to leak. If, however, the heart continues strong and the vessel grows weak we may have distention of the vessel wall, giving aneurism, or rupture, causing apoplexy.

Our parents determine to a great extent the kind of tissue with which we start life; we ourselves may control the factors which tend to injure this tissue. Age is also a factor beyond our control, but according to comparative anatomy man is entitled to live one hundred years if he conserves his energy by self-denial, protects himself as best he can against disease, and is able to secure the comforts of life.

ALCOHOL acts in many ways to cause arterial degeneration. It over-excites the heart so that the vessels are subjected to greater strain; it disturbs digestion, causes liver cirrhosis and kidney insufficiency, which load the blood with poisons; lastly, alcohol is itself a poison to the blood.

Over-feeding and excessive drinking induce a simple plethora of the vessels, and in addition load the blood with poisons. Hard work acts by raising the blood pressure and subjecting the heart and the vessels to strain, especially if the work be accompanied by depressing emotions or accomplished under circumstances of prolonged mental or physical strain. Muscular overwork deserves more consideration than has hitherto been given it.

It is doubtful if the sclerosis itself could produce symptoms were it not that the organs supplied by the diseased arteries suffer from an insufficient blood supply, and the symptoms then arising become referable to any or all of the affected organs.

Brain symptoms at first require keen observation, or rather keen perception, on the part of the patient himself; earlier fatigue, disinclination to effort, especially to the effort which has perhaps made the man successful in life; irritability, altera-

tion of disposition, headache when in bad air.

Headache after the very moderate use of alcohol, tobacco or coffee are all danger signals to the man over forty years of age.

I am convinced that moderation in the use of tobacco is not attended by any of the dangers which fanatics ascribe to it. Of much more importance is the habit of overeating. Overeating is the curse of the American people. An excess of food distends the capillaries with blood; capillary resistance is increased, with stretching of the arteries and consequent damage to the walls.

THE successful business man of florid type, who works all day, drinks from three to seven whiskies, is proud of his physical development, and boasts that for more than twenty years he had never had a doctor, is sometimes astounded when his application for life insurance is rejected because of palpable arteries, beginning heart hypertrophy, and high blood pressure.

People should be taught that at least twice a year they should be carefully examined by a doctor who has the time to go through every step of a systematic examination.

With regard to the treatment of arteriosclerosis it is impossible, of course, to lay down definite rules. The keynote is individualization. The laboring man must be differently managed from the successful financier. One may treat fifty patients who have typhoid fever by a routine method and all may recover. Far different is it when treating a disease like arteriosclerosis.

FOR those who cannot get out-of-doors exercise in the room with the windows open must take the place of out-of-door sports. As a tonic or invigorator the cold or cool bath in the morning, on arising, can be highly recommended, but it is folly to urge it on one to whom it is distasteful, or on one who does not feel a comfortable glow or reaction after it. Turkish and Russian baths should be absolutely condemned, because the increased force of the heart beat that accompanies a hot bath might be sufficient to rupture a small cranial vessel. Obstinate constipation should be sedulously avoided.

The use or non-use of alcohol in advanced life has been the subject of so voluminous a controversy that each man must dogmatically express his own opinion. My personal conviction is that alcohol is an entirely unnecessary addition to the diet of any individual in health, although it may be needed in sickness.

HOW can we defer the advent of old age?

We cannot live without the heart beat, and the prevention of arteriosclerosis compels us to remember Herbert Spencer's definition of life, i. e. that it is "the continuous adjustment of internal relations to external relations." In the adjustment of our lives to our environment we must strive to get the maximum of work accomplished with the minimum amount of wear and tear on the blood vessels.

We live rapidly, burning the candle at both ends, and it is not strange that so many comparatively young men and women grow old prematurely. It is not the work, but the worry, that leads to arterial degeneration. Hard work in these competitive times is a thing but few can avoid; but, fortunately, it need not be shunned through fear of harmful effects, for it taken up with a cheerful, contented mind it will strengthen and develop rather than weaken the bodily forces.

BUT the secret of successful hard work is happiness, not pleasure, for pleasure is only the gratification of our animal nature, and pleasure depends upon the possession of things, but things decay; not joy, for joy is the satisfaction of our social nature, and joy depends upon the possession of friends, but friends die. **REAL HAPPINESS IS THE FULFILLMENT OF OUR SPIRITUAL DESIRES, AND DEPENDS UPON THE POSSESSION OF CHARACTER, AND CHARACTER IS IMMORTAL.** He who, in the prime of life, has learned this secret of happiness, can bid defiance to the enemies of advancing years. He can accept adversity with courage. He knows that prosperity does not blind, it merely assembles people at dinners and dances; it is adversity that binds, and that draws around one the real friends that enable him to meet it.

In addition to the development of character we should endeavor to have a diversification of interests. Hobbies are sometimes the salvation of men. Moderation in the duties and pleasures of life is the keynote of the prevention of arteriosclerosis. This does not mean that a man must nurse himself into neurasthenia for fear that something will happen to him, nor deny himself the pleasures of the social table or the healthful dance.

As one grows in years exercise should not be violent, and food should be taken in smaller quantities.

New Rules of Conduct Needed for Nations

Robert Bacon, Former Ambassador to France, Discusses the Breakdown of International Law and Suggests a Remedy

Robert Bacon, former Ambassador to France, Assistant Secretary of State under Secretary Elihu Root and Secretary of State when Mr. Root resigned from that office, now a candidate for the United States Senate in the Republican primaries has made a particular study of the relations of the United States with the countries of South and Central America, and three years ago he made a tour of the principal South and Central American countries in the interests of the American Institute of International Law and under the auspices of the Carnegie Endowment for International Peace, of which he is a trustee.

Mr. Bacon believes in popularizing the subject of international law and making it easy to understand for the mass of people. When this is done he believes it will be impossible for any nation to disregard scantly the law of nations without suffering consequent penalties, the same as any violator of established law and order.

The following article, sets forth his ideas of the fundamental principles of international law.

By Robert Bacon

FROM day to day the press reports that international law has been violated. Thoughtless people assert that international law has gone by the board, and even statesmen ask themselves whether there really is an international law, or whether it will survive the lawlessness which the war has seemed to engender. Can we hope to make treaties in the future when they have been so shamelessly disregarded in the immediate present? What role can Hague conferences hope to play when their work has been thrown to the winds? What is to be the outcome of it all?

Perhaps the wisest way to answer these questions and to overcome these doubts and misgivings of the future is not to appeal merely to the reason of the thing, but to invoke history. If we were asked to pick out the periods of greatest lawlessness in modern times we undoubtedly would select the Thirty Years' War and the wars of the French Revolution and Empire. To a spectator of the Thirty Years' War, which devastated Europe, particularly Germany, from 1618 to 1648, when the Congress at Westphalia not only concluded peace but laid the foundations of modern international relations, it would have seemed that law and order had been thrown to the winds, and that anarchy had taken undisputed possession of the Continent of Europe, which then was almost synonymous and coextensive with civilization and the world.

For these views we can put on the witness stand a high-minded and gifted publicist of Holland, who recognized the lawlessness of that day and generation, and who did not lose hope, notwithstanding his discouragement, and gave his generation the law and the reason for it, which superficial observers declared to be nonexistent, and which, if it existed, had been broken beyond the possibility of putting together. Now, this observer is none other than Grotius, who, in the midst of the crisis which threatened the extinction of European culture, wrote his immortal three books on the "Right of War and Peace," which were published in 1625, and which have caused him to be affectionately regarded as the father of international law. We know why Grotius, unjustly exiled from his country and eking out a miserable existence in France, wrote the first systematic treatise of the law of nations; because he himself tells us that he was moved to do so by the anarchy which prevailed all about him; because nations had gone to war for real or no reason, and, having drawn the sword, they abandoned law and order and indulged in every form of license without let or hindrance.

Grotius believed that there was a law controlling the actions of nations in time of war as well as in peace; and in his immortal treatise he set forth the rules of that law, basing his system upon the reason of the thing and the generous thought of the ages. The appeal did not fall upon a deaf ear, because an experience of war upon a stupendous scale, with its brutalities and its injustices, its violations of elemental right, always compels the generation which has suffered the evils and outrages of war to escape its consequences in the future; and the escape is always found to be in law and its faithful observance.

The Congress of Westphalia, in which Grotius's principles were first tested and found not to be wanting,

was the legitimate ancestor of The Hague peace conferences.

The French Revolution and the lawlessness of its wars serve as an illustration. The French people, for reasons which seemed satisfactory to them, drafted a Constitution in which they limited the powers of the hitherto absolute monarch. Although this was a purely internal act, the European monarchs were up in arms, because the claim to clip the wings of one monarch involved the right to clip the wings of all. The royal brothers accordingly rushed to arms, to force the French people to withdraw their Constitution and to restore their King, Louis XVI, to his unlimited powers. They invaded France, but they were beaten back, and, with their retreat, the old doctrine fell that people did not have the right to organize their Government in such way as to them should seem best calculated to effect their safety and happiness. But an act of injustice, and the invasion of France for these purposes was unjust, breeds injustice. France overran its neighbors in its turn. The Man on Horseback appeared, in the person of Napoleon, and for twenty years Europe was one vast battlefield and graveyard.

I have thought it best to answer the question whether international law can survive the violations of the present war by showing that international law has survived even greater violations extended through a longer period of years. What has happened not only once, but over and over again, is bound to happen in the future; and just as the steady development of international law has received a great impetus by a catastrophe which was thought to have buried it under its ruins, we are justified in the belief that after this war there will be a greater, a more adequate, and a nobler system of international law as a consequence of the desire existing in every quarter of the world to perfect the law of nations so that it may be a safe and a sure guide for the conduct of nations, as the law of every country is a safe and a sure guide and a standard of conduct for the peoples thereof.

I assume the existence of international law, and for us in the United States there can be no doubt about it, as in the case of the Paquete Habana, decided in 1899, the Supreme Court of the United States expressly held that "international law is part of our law, and must be ascertained and administered by courts of justice of appropriate jurisdiction as often as questions of right depending upon it are duly presented for their determination." For an American, this settles the question, and I need invoke no other, as I cannot invoke any higher authority. Yet I would like to make a further quotation from this judgment, as it shows not merely the existence of international law, but it shows its sources as well. "For this purpose," continues the court, "where there is no treaty and no controlling executive or legislative act of judicial decision, resort must be had to the customs and usages of civilized nations; and, as evidence of these, to the works of jurists and commentators, who, by years of labor, research, and experience, have made themselves peculiarly well acquainted with the subjects of which they treat. Such works are resorted to by judicial tribunals, not for the speculations of their authors concerning what the law ought to be, but for trustworthy evidence of what the law really is."

It may be said that the United States admits the existence of international law, but that the nations at war do not, and that they refuse to allow their conduct to be tested or controlled by any other standard than that of self-interest, of which they claim to be the judges. In answer to this claim, it should be said that the decision of the Supreme Court which I have quoted declared the capture of some Spanish fishing smacks during the war with Spain by United States authorities to be contrary to law, and, therefore, held the United States bound to compensate the owner for the illegal capture. Again it can be answered that each of the nations at war denounces its enemy for violating international law, and asserts that its conduct is in accordance with the law of nations. This means and can only mean that each nation regards international law as the test of right or wrong conduct; that it is an existing system, because, if it were not, an appeal to it as the test of the conduct of the enemy would be futile, as an appeal to a non-existing system. Therefore the very violation carries with it the proof posi-

tive of the existence of the law of nations, and we may be thankful that to this extent at least the nations at war united in proclaiming the existence of a law of nations, even although they differ upon its form, content, and interpretation. The law is an evidence of law, not of its absence.

We must be fair in this matter, and we must admit that the law of nations is not a complete system of law; that its rules do not cover the activities of nations as the rules of municipal law cover the activities of individuals; many of its principles are vague; and that, in any event, there does not as yet exist an international agency crowned with authority by the society of nations to find the facts in dispute, to ascertain and to interpret principles of law, and to apply them to the concrete case. These are great and important matters, and we must reach an agreement about them if we are to have international peace based upon justice, which is the only peace worth having and which is the only peace that can be permanent.

I do not need to argue that we must have justice, for we know that our domestic society could not last overnight if our people thought that it was not based upon justice. The whole order of things would be changed, peaceably if possible, forcibly if force were needed. The whole process of development within each and every country has been to put the fundamental principles of justice into rules of law, which all must accept and observe. As each nation, or the people forming each nation, have been engaged in this process for a very long time, we have had great experience in this matter, and as the result of that process has been substantially the same in every country belonging to the society of nations, we are justified in stating without fear of contradiction that some half-dozen principles everywhere exist, and as they exist everywhere we can call them universal, and as they are universal, we can call them fundamental. These principles of justice, universal and fundamental, are few in number, and for present purposes we can consider that there are half a dozen such. They are very well known to us, and they have a curiously familiar ring to one who has read and pondered over the Declaration of Independence. They are:

1. The right to life.
2. The right to liberty.
3. The right to the pursuit of happiness.
4. The right to equality before the law.
5. The right to property; and, finally,
6. The right to the observance of these rights; because if the right to their observance does not exist, they are either nonexistent or useless. The mere statement of these rights carries conviction, and I do not need to argue that they exist.

Our daily experience shows that they do, and that they are the source from which all other rights flow, and they are the basis upon which all other rights depend. They have been tested for centuries, and they have not been found wanting. We are, therefore, justified in asking ourselves if these rights everywhere existing and everywhere applied within national lines, and thus familiar to every man, woman, and child of the civilized world, cannot regulate the conduct of nations, which are, after all, merely agencies of these peoples, and control the actions of the nations one with another.

It may be objected that these rights are indeed fundamental principles of municipal law, but that they cannot be stated in terms of international law, and that even if they are so stated they would not apply to nations as they undoubtedly and admittedly apply to individuals. I believe I could show by argument that they could be translated into terms of international law, and that they one day will regulate the conduct of nations, just as they regulate the conduct of smaller communities. But I prefer to deal with facts rather than theories, and I shall quote a decision of courts of justice on each one of these fundamental principles, stating them in terms of international law and applying them to nations.

The right to life of national law is the right to existence in the law of nations, and on this point I quote a sentence or two of the Chinese Exclusion case, decided by the Supreme Court of the United States in 1883, in which that august tribunal said: "To preserve its independence, and give security against foreign aggression and encroach-

Shanghai Events

SOCIAL AND
OTHERWISE

By COSMOS

THE "At Home" organized by Mr. C. M. Bain for the benefit of the British Women's Work Fund, which takes place at the Astor House on Tuesday next from 4 to 7 o'clock, promises to be a great success.

The first idea was to hold an exhibition in Messrs. Maitland and Co's Auction Room, showing specimens of the various garments made by the Shanghai ladies for the men at the Front. Mr. Bain having very kindly lent this room for a similar exhibition last year.

This time, however, it was thought that an entertainment in the nature of a Cafe Chantant would be pleasing to their guests, and, the members of the Howitt Phillips Co., having most generously offered their services, it has been decided that the "At Home," which will now be on too large a scale for Messrs. Maitland's room, shall take place in the Astor House Ball Room. Garments to be sent home will be on view in the adjoining room, and tea, most kindly provided by Mr. Bain, will be served till 5 o'clock.

From 5 to 6 the members of the Howitt Phillips Co. will carry through the following attractive program:

- No. 1.—Songs (Selected). Mr. Charles Bradley.
- No. 2.—Recitation (Selected). Miss Isabel Fladgate.
- No. 3.—Duologue "A Pair of Lunatics." Miss Doris Phillips and Mr. Wheeler Dryden.
- No. 4.—Recitation (Selected). Mr. Percy Baverstock.
- No. 5.—Songs (Selected).
- No. 6.—Burlesque Duologue: "Merry Mirth Mixtures." Mr. Percy Baverstock and Mr. Wheeler Dryden.

Mrs. E. J. Ezra has kindly given her charming miniature (which was exhibited for some time in Messrs. Weeks and Co's windows) to the British Women's Work Association, to be auctioned by Mr. Bain during the entertainment. Apart from this there will be nothing else sold.

From 6 to 7 there will be dancing for those who so desire, the music being supplied by Professor Papini's orchestra. Dancing shoes must be used by those taking part.

It is expected that the badges and certificates issued by Her Majesty Queen Mary will have arrived by Tuesday, and they will be distributed during the afternoon.

Tickets of admission, which include tea, will be one dollar, and may be had from members of the association, Messrs. Moutrie and Co. and the Astor House Hotel Office. Those desirous of obtaining tickets would do well to make early application.

SHANGHAI has the honor to be entertaining right now a famous personage—Mrs. Brigham-Chisholm—who is known and loved on two continents for her very remarkable success in a unique philanthropy.

This lady, whose creed it is to bring beauty and comfort within the reach of the poor, has done more perhaps than any other person to make the home really beautiful and efficient. She started her propaganda when a young girl, and for her first field of activities Miss Louise

Brigham, as she then was, chose the poorest and least desirable foreign quarter in Cleveland. Here her helpfulness was so appreciated that her little home, where the children flocked, was known as "Sunshine Cottage." For the comfort of one of these mites a high chair was manufactured out of an old packing case, and this chair is the far away ancestor of the Box Furniture which has since made Miss Brigham famous. She has visited 19 European countries studying with their most famous artists, and while yachting with friends 700 miles north of the Arctic Circle, she visited a mining camp and furnished an eight-roomed house entirely from the packing-cases which had brought food from Hammerfest, Norway, 500 miles to the South East.

Her furniture is so practical and charming, that Miss Brigham was invited to exhibit her "Nursery" at the Exposition at Ghent and Amsterdam, and later, by request of Dr. Montessori, she designed a special room with this furniture which was exhibited at the Panama International Exposition at San Francisco. Here she was the only person in the whole grounds honored with a private house of her own, and to this no fewer than 78,000 people flocked in three months. Two big organizations, now incorporated in New York, and the branch established at Los Angeles, are carrying on her work, and her book "Box Furniture" has been translated into several languages.

Mr. Henry Chisholm and his wife Mrs. Brigham-Chisholm, who are on their wedding trip, hope to remain here a month. They then go to Peking and, if possible, will visit the Yangtze Gorges before starting for

(Continued on Page 10)

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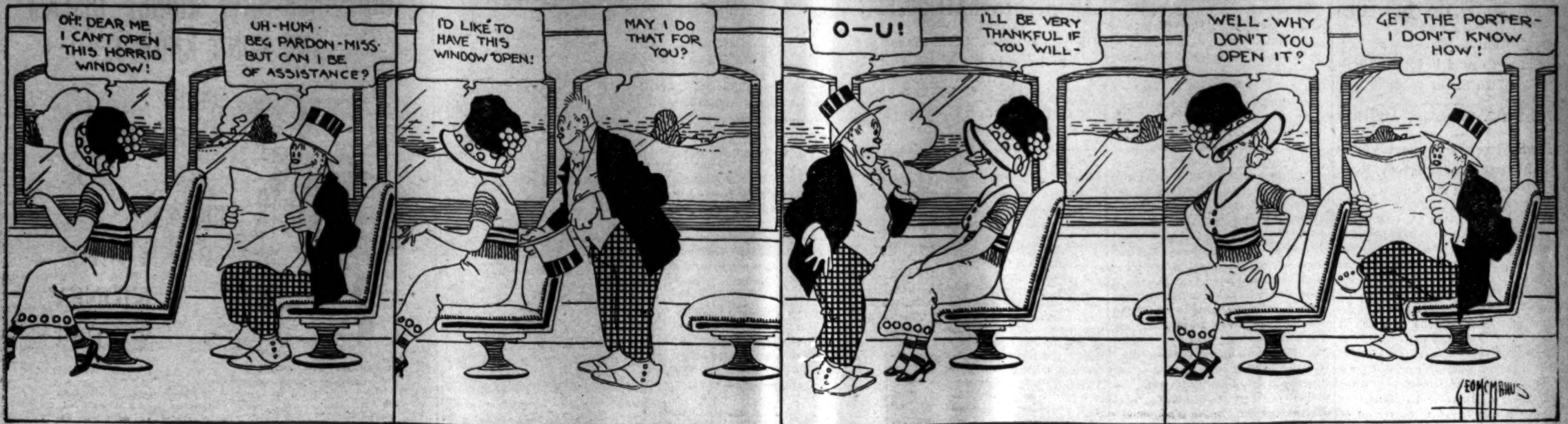
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(Continued on Page 9)

Bringing Up Father



By George McManus



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New Rules of Conduct Needed for Nations

(Continued from Page 8)

ment is, the highest duty of every nation, and to attain these ends nearly all other considerations are to be subordinated. It matters not in what form such aggression and encroachment come, whether from the foreign nation acting in its national character, or from vast hordes of its people crowding in upon us. The Government, possessing the powers which are to be exercised for protection and security, is clothed with authority to determine the occasion on which the powers shall be called forth; and its determination, so far as the subjects affected are concerned, are necessarily conclusive upon all its departments and officers.

It will be observed that the Supreme Court says "nearly." It does not say that all considerations are to be subordinated to the fundamental duty of States "to preserve its independence, and to give security against foreign aggression and encroachment."

A nation cannot, under this decision, claim that certain acts are necessary to preserve its independence and give security against foreign aggression and encroachment, and so stating, ride roughshod over the rights of others on the theory that necessity knows no law. The meaning is, that a nation can take all measures calculated to preserve its independence, provided that in so doing it does not unjustly injure the rights of other nations, for all nations have the same right to existence.

An English court has placed the limit upon necessity, without which anarchy would prevail within nations, as unfortunately anarchy does prevail between nations. In a leading English case, decided some thirty years ago, some shipwrecked sailors were indicted for having killed and fed upon one of their number in order to sustain their own lives. The plea of necessity was interposed and rejected by the court.

The right to liberty of national law is, in the law of nations, the right to independence, and the right of equality is the same in each system. On these two points, taken together, I beg to quote two decisions by the most distinguished and authoritative Judges of the English-speaking peoples. In the case of *Lois*, decided in 1777, Sir William, later Lord, Stowell, said: "Two principles of public law are generally recognized as fundamental. One is the perfect equality and entire independence of all distinct States. The great Chief Justice of the

United States thus proclaimed the doctrine of equality, overruling the action of his own Government as contrary to it:

No principle of general law is more universally acknowledged than the perfect equality of nations. For the right to the pursuit of happiness I do not quote a decision. The Declaration of Independence is to an American a sufficient authority.

The right to property in national law is, in terms of international law, the right of each nation to territory with the defined boundaries, and to exercise exclusive jurisdiction over all persons, native or foreign, within such boundaries. "As authority for this fundamental principle, I invoke the authority of the great Chief Justice Marshall, who, in this matter, again decided against the contention of his country, saying, in the case of the *Schooner Exchange*, decided in 1812, that:

The jurisdiction of the nation, within its own territory, is necessarily exclusive and absolute; it is susceptible of no limitations not imposed by itself.

The right to the observance of these fundamental rights need not be translated in terms of international law, because, like equality, it is the same in any system of law. It is only necessary to show that the right which the individual has to the observance of his fundamental rights exists in the same form, and indeed in the same degree, in the law of nations, and it was so interpreted and applied by the Supreme Court of the United States in the *Arjona*, decided in 1886, by Chief Justice Waite. After stating that under international law each nation has the exclusive right to fix its standard of money, the Chief Justice held it to be the duty of the United States to protect a foreign nation in the exercise of the right.

I have been careful to cite an adjudged case of the Supreme Court of the United States for each of these principles which everywhere existing, I consider universal and fundamental. They are admittedly so in municipal law; they are declared to be so by the Supreme Court of the United States in international law. If they are the firm foundation of municipal law, they are the source from which all other rights are derived which men and women, as such, possess and enjoy. They are declared by the Supreme Court to be the universal and fundamental rights, and from this source all other rights can be derived which nations should enjoy. According to this court, the law of nations not only exists, but "is part of our law,

and must be ascertained and administered by courts of justice of appropriate jurisdiction as often as questions of right depending upon it are duly presented for their determination." The Supreme Court has rightly declared that the rights of municipal law are also rights of international law, and, in so doing, has solemnly stated that the principles of justice apply alike to individuals as to nations. We, in this country, must admit this to be so; we cannot overrule the Supreme Court of the United States. Its decision is law for us, and, armed with its authority, it is for us to insist that these principles be recognized by the nations of the world, just as they are recognized and must be recognized by us, for in recognizing these principles we apply them; and, in applying them, we introduce justice into the practice of nations and at one and the same time we introduce law and order, which are the outcome of justice, whether it be national or international. The rule of law is destined at no distant date to supplant "the rule of man."

Styles In Verse

Almost everybody is interested in the New Poetry. Almost everybody takes sides, and exalts it or condemns it. Even in a Presidential year, and in the heat of a particularly momentous campaign, most people find time to discuss Free Verse. But the discussion is somewhat hazy. Both pros and antis are apt to be too vague, or too magisterial, or too something else, for the satisfaction of the few neutrals. At last a criticism in a magazine of the new regime gives a clue, with examples, to the requirements of the reformed rules of the game. Seekers after light may begin to see light. From "Flashlights" by Mary Aldis this "thumb nail drawing" is reproduced:

The winter dusk creeps up the Avenue
With biting cold.
Behind bright window panes
In gauzy garments
Waxen ladies smile
As shirt sleeved men
Hustle them off their pedestals for the night.
"Along the Avenue
A girl comes hurrying.
Holding her shawl.
She stops to look in at the window.
'Oh Gee!' she says, 'look at the chignon muffs!'
A whimpering dog
Falters up to cringe against her skirt."
And then this lyric bit, called "Seeking":
"Swift like the lark
Out of the dark
Come, come, singing:
'Silent in flight
Out of the night
Answer is winging.
'Forth to the dawn
Leaps like a fawn
A cry of high greeting.
'Into the sun
Two that have run
Seeking, are meeting."

Now let the reader, after comparing the two pieces, analytically or sentimentally, as his habit and nature may be, and deciding for himself which is the better poetry, submit to correction or enjoy indorsement by the competent critic: The "flashlight" is "alight," but "crisp and sure." The lyric has lost the crispness, and "instead of the sure, swift, simple words we have the old, weak poetic jargon of 'one cometh, singing,' we have worn similes such as 'swift, like the lark,' or 'leaps like a fawn.'" The verse is "woolly." The poet, who can be as "stark as Mr. Masters," prefers at times to be sentimental in the older, not necessarily Victorian, fashion.

That the two bits of verse differ in form, spirit and manner it needs no expert in the principles of poetic art or the rules of craftsmanship to detect. And the critic has left not the narrowest crack of ambiguity for the insertion of a doubt as to which piece is dressed in the authentic style of the day. We should give comfort to neither camp by declaring for one against the other. But to each we extend assurance that its cause is worthy—short of the mark at which internecine strife may be justified.

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HUNGARY'S PREMIER CONFUSES HIS FOES

Opposition in Parliament Losing Ground in Its Fight
On Count Tisza

HE STILL DEFENDS AUSTRIA

Public Tires of Political War in
The Diet—Count Serenyi Retires from the Ministry

Vienna, September 14, (via Berlin and London, September 16.)—While the opposition continues to wage active parliamentary war against the Tisza Ministry in the Diet, it is becoming plainer every day that its cause is losing support. This is indicated by the means to which it resorts.

For the last few days, criticism of the Tisza Ministry has pivoted on a matter only indirectly concerning the Hungarian Diet and Hungarian politics; namely, the convening of Austrian and Hungarian delegations in bodies which attend to State affairs that Austria and Hungary have in common. Tisza's opponents demand that the delegations be convened for the purpose of attending to certain military and political affairs which, it is charged, are being neglected by the Austrian Government. These consist of alleged incompetency in the administration of foreign affairs and inefficiency in the Austro-Hungarian Army administration, both of these charges being connected directly with Rumania's entry into the war.

The opposition to Tisza continues to assert that the department of Baron von Burian, the Foreign Minister, and the Tisza Government have failed to take the necessary military precautions in Transylvania and that they are guilty of most flagrant failure in not warning the population of Transylvania to leave their homes before the Rumanian advance took place, with the result that the year's crops and many cattle were lost.

Premier Tisza has pointed out that the opposition was mistaken, the opportunity therefore being given by an interview with Baron Burian, which was seized upon by the Opposition to interpellate Tisza, who, in a masterly exposé, showed the Austro-Hungarian Government was fully acquainted with the situation in Bucharest, and expected the declaration of war by Rumania, but that the Rumanian Government was obliged by the Entente to act precipitately, Rumania being not quite ready, as developments in Dobruja had shown.

Baron Burian's interview, in which he asserted that Austria-Hungary had made all possible preparation for Rumania's declaration of war is considered here to have been a splendid move because the Opposition, seizing upon his statements for the purpose of attacking the Premier, gave Tisza a good opportunity to defend the course of the Vienna Foreign Office, the General Staff, and his own party. Meanwhile the demands of the Opposition are dwindling in number and vehemence. At first the Opposition demanded the retirement of Tisza and his party. The next demand was for a coalition Ministry, excluding Tisza and, finally, for such a Ministry to include him. Today the hopes of the Premier's opponents are limited to adding from their own ranks several Ministers without portfolios.

The Opposition gained a slight victory yesterday in the retirement, officially announced today, of Count Serenyi from the office of Minister of Agriculture and from the Labor Party. In retiring, Count Serenyi said he supported the contention of Count Andrássy, the Opposition leader, that the failure to convene the delegation was robbing the monarchy of

the advantages accruing from the functions of that body.

Count Tisza replied that Hungary could not force Austria to convene its own delegation for the purpose of meeting the Hungarian delegation, that Hungary has no right to interfere in the sovereign affairs of Austria, and that to do so would be a dangerous precedent, because Austria might some time exercise the same privilege toward Hungary, to which the Hungarians naturally would object.

The Opposition all along has charged the Austrian Government with a grave breach of good faith toward Hungary because of the failure to convene the Austrian Parliament but, as Count Tisza has many times pointed out, this matter is wholly beyond the province of the Hungarian Diet, being essentially an Austrian affair. Count Tisza refused to commit himself regarding his own views, remarking that he, like every Hungarian, was unqualified to say what ought to be done at Vienna in the Parliamentary situation, adding that so long as the Austrians were satisfied with the course of their Government Hungarian affairs also must be, since both countries enjoyed full rights in that respect. He also said that the delegations met only for the equalization of questions pending between the two Governments.

It is asserted here that Count Serenyi's retirement does not affect the political situation. The population assumes an attitude of indifference toward the dispute in the Hungarian Diet and is becoming wearied of the actions of what are termed "patriots in different uniforms." Nevertheless, it is certain that for many days and possibly for the entire session the Opposition will apply all its energies to unhorsing Tisza. The Premier and his supporters apparently are too shrewd for their opponents, who are handicapped by a lack of arguments having convincing force.

The demand of the Opposition for the convening of the delegation has not produced the slightest impression in Austria, where all circles realize that the session of Parliament which must be called to select the Austrian delegation could effect little change in the course of the Government, which is dictated by the war.

Today it is problematical even whether Count Tisza's opponents will be able to obtain even a coalition Ministry. It is more probable that the storm in the Diet will subside without changing anything, and this is all the more probable should an offensive against the Rumanians in Transylvania begin soon.

TERAUCHI'S INTERVIEW

All Misunderstanding With United States Removed

Washington, October 12.—The Associated Press interview with Count Terauchi has made the most favorable impression here today, going far to efface the first fears that the new Premier's military record bespoke a new and more aggressive policy on the part of Japan.

Opinion in Washington concedes that the Premier could hardly have gone further in his assurances of his intention to do nothing likely to disturb the present arrangements with the United States or the status quo in the Orient.—Meinich.

COL. ROOSEVELT, TAFT AND HUGHES FRATERNIZE

All Three Speak From Same
Platform in Big N. Y.
Meeting

New York, October 4.—Charles Evans Hughes, republican candidate for the presidency, William Howard Taft, and Colonel Theodore Roosevelt, both ex-presidents of the United States, spoke from the same platform in this city last evening at a mammoth meeting of the Union League.

Taft and Roosevelt shook hands on the platform, where they met for the first time in a year, and their greeting was most cordial. Both were loudly cheered by the vast audience, which seemed to realize the significance of the meeting of the two men at this time as symbolic of the reunification of the factions which split the republican party four years ago.

Colonel Roosevelt, during the course of his address declared that the German Reichstag today would not be debating the question of a resumption of submarine warfare if it was definitely known that the next American president would be a man like Mr. Hughes, who would never tolerate any such course on the part of the German government for a single instant.

The colonel also referred to the coming election as the most important of any that has been held since the civil war, and Mr. Taft, in his speech, which followed that of Roosevelt, heartily concurred in this statement.

The republican presidential candidate was greeted everywhere with great enthusiasm, and thousands were turned away from last night's meeting because there was no room to accommodate them. Many of those waited patiently in the streets, leading to the big auditorium until the speeches were over, when all of the speakers were given another tremendous ovation as they left the hall.

Shanghai Events

(Continued from Page 8)

Korea. They propose wintering in Japan and at the end of a year will return to live in Cleveland where Mrs. Brigham-Chisholm first began her work.

Mr. T. G. Smeaton of Messrs. Jardine, Matheson and Co., Ltd., who was married on September 26, has returned from Hankow with his bride. Before leaving for their honeymoon they were entertained at a wedding breakfast by Mr. C. E. Anton at Ewo Lodge, the guests numbering eighteen.

Mrs. E. L. Marsh with her three younger children left England by the P. and O. Kaiser-I-Hind on Tuesday. At Bombay they will transfer to the Nankin en route for Shanghai.

Mrs. Smart, of the Hongkong and

Shanghai Bank, is travelling by the same boat as far as Bombay.

The little croquet tournament given on the 14th by Lady de Saumarez proved very enjoyable and, incidentally, augmented the Bandage Fund by a nice sum.

For nine short minutes each competitor played with might and main; for in that space of time he had to negotiate as many hoops as possible. An accurate eye, good judgment and a cool head were essential, but with the precious moments racing into eternity some wild shots were made causing huge delight to the onlookers. Sir Haviland kept count of scores, while Mr. Ayecough, bell in hand, had a busy afternoon as time-keeper.

Eventually, amidst much applause, the prize was carried off by Mrs. Champneys Davis and Mr. Platt with 27 points to their credit, the second falling to Mrs. Brand and Mrs. Edward White who had made 24 points.

In a letter written to his sister, Mrs. G. M. Billings, Mr. R. Scott tells of the fighting in which he met with his wound. It is dated August 11, and is written from the Convalescent Home for Officers at Birchington-on-Sea.

The charge took place at 3.30 a.m. on July 14. He was leading the platoon for his battalion and was the first officer hit. Two snipers were at work and though later they were captured, he lost trace of both them and their guard. The first shot ripped the sleeve of his coat, the second entered his helmet and striking his head, rendered him unconscious.

When he came to be found himself in a shell hole where his men had taken him, with shell and shot flying round, and it took him five hours to get back to the dressing station. At the time of writing his wound was nearly healed and, he adds, though there was a considerable loss of life, his platoon got the position ordered, so he is quite satisfied.

This was his second battle, his first being on July 1.

Mr. and Mrs. E. F. Mackay, who went home in the spring, are return-

ing via Siberia and are due here tomorrow.

Dr. J. W. Jackson arrived in Shanghai on Monday by the P. and O. "Nore" after having been home just a year. Six months of that time was spent with the R. A. M. C. in Malta. Mrs. Jackson is returning with her two boys by the Cape, the two elder children having been left at school in Hertfordshire.

Mr. Alan Davis, who met with an accident while flying "somewhere in France" on August 25, obtained his commission in the Royal Flying Corps on May 17, afterwards going through a course of instruction at Catterick, at which place Mr. Mc-Bain was at the same time learning signalling. On June 22 he qualified for his Pilot's certificate and on August 7 he passed a further examination "for his wings." He then went to the Front where after a few weeks he fell 300 feet, with his machine fracturing his knee cap and his arm, besides being very badly bruised. He writes that he hopes to return soon to the Front but it is more likely, from the nature of his injuries, that he will be in hospital several months.

Referring to the forthcoming sale of children's and babies' clothes and nursery furniture in aid of the Officers' Families Fund on November 1 at 12a and 14 Jessfield Road, tickets for the raffle are \$1 each. These can be obtained from the above address. The 1st Prize will be a doll's house lighted by electricity; the 2nd, a doll's perambulator; the 3rd, a dressed doll and the 4th, a doll's bed.

Mr. and Mrs. Percy Liddell, who have been spending the summer in Shanghai, leave again for Hankow on the 26th instant.

Mr. Schlee, who has been visiting Yokohama, is returning at the end of the week. While in Japan he was invited by the members of the Yokohama Literary Society to recite at one of their meetings, and kept an audience of 200 enthralled for an hour and a half by his admirable rendering of Kipling's poems.

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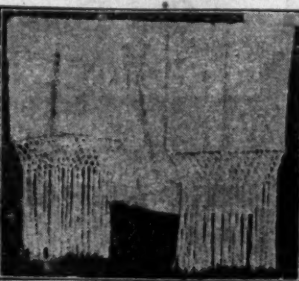
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LOAN PROTESTS CAUSE U. S. TO INVESTIGATE

Japan And Russia May Be Asked To Explain Position In China

New York, October 14.—Protests raised by Japan and Russia against the loans concluded between American capitalists and the Chinese government for the construction of railroads and the re-digging of the Grand Canal are being investigated by the United States government. If it is discovered that the interests of the American firms—Siemens and Carey and the American International Corporation—are infringed upon by the claims of the two foreign powers or official protection is asked by the companies, the American government will ask for full explanations from both Japan and Russia.

It is said that the American promoters, anticipating that objections might be lodged by Japan and Russia, had prepared their contracts so that if necessary the lines might be changed to some other provinces.

Advices received here say that Japan has attempted to halt the repair of the canal on the basis of her claims of first rights in Shantung Province, since Germany was ousted. Russia objects to the construction of a part of the railroad line, claiming prior agreements with China—Asahi. Four Powers Oppose Loans

Tokio, October 15.—American interests in China now face the objections of four Powers. The plans of the firm of Siemens and Carey, after the conclusion of contracts with the Chinese government, to build 1,500 miles of railway and redig the Grand Canal first struck a snag in the statement that Japanese rights were endangered. England was the next to raise her voice in protest.

Now comes Russia and France. It was learned here yesterday that Prince Kudacheff, Russian Minister to Peking, sent a formal note of protest to the Chinese government last Wednesday against the railway contract obtained by the American firm. Reliable information also stated that France had entered an informal protest, and, with Great Britain, would soon file a formal complaint.

The Russian inquiry is said to be based on the secret treaty concluded with China in 1899, which provided that in case railways were to be built north of Peking, or, more exactly speaking, northward from the Long Wall, the capital was to be furnished by China herself or obtained from Russia. Therefore, according to the Russian view, the American-Chinese railway contract is a violation of the treaty of 1899.

France's objections come from the fact, say authorities here, that an agreement was reached between the Chinese government and a Belgian syndicate, in which French capitalists were interested, giving the Belgian company the right to construct an extension of the Hanchow-Lanchow line, which is in the same territory as the American road to be built between Ninghsia Province and Lanchow in Kansu.

Britain's protest is said to be based on a concession obtained from China for a line in Chekiang Province. The Hanchow-Wenchow line, contemplated by the American company, is in conflict with Britain's agreement in Chekiang, according to reports received from Peking regarding England's inquiry to the Chinese government.

England is also said to object to the granting of a concession to the American firm for a line from the center of Hunan province to Nanking in Kwangsi Province, maintaining that it conflicts with the optional privilege which England obtained in 1899 from Viceroy Chang Chi-tung of Huguang and Hunan.

MME. THUE TO PRODUCE OPERA BY MASSENET

'La Navarraise' Will Be Put On With Fine Cast; Now In Rehearsal

One of the best entertainments of the coming winter season is to take place on November 18 at the Lyceum Theater, when Madame Thue announces the first performance of "La Navarraise," the famous opera, in two acts, by Massenet. Parts are to be taken by Mme. Thue and Messrs. Speelman, Meyer, Blom and Gjersing, assisted by a chorus of men. There will also be presented "Pierrot's Dream," a ballet, in one act, by M. de Lucas, who has secured the assistance of a number of the best dancers in Shanghai.

The performance will be in aid of the French War Orphans, and this reason alone, leaving on one side the talent to be displayed and the fact that the best singers in Shanghai are to take part, will ensure the success of the entertainment.

Rehearsals are now proceeding, and it is whispered by those who know that many surprises are in store for the audience. An official announcement will be found on page 16 of this issue.

Two New Members for U. S. Senate



FREDERICK HALE

BERT M. FERNALD

Col. Frederick Hale and Former Governor Bert M. Fernald of Maine are the latest addition to the United States Senate. Hale and Fernald were chosen in the election in Maine on Sept. 11. Both men are Republicans. Hale defeated Senator Charles F. Johnson while Fernald was victorious over Kenneth C. M. Sills in the contest for the vacancy caused by the death of Senator Burleigh.

Shanghai British Celebrate Anniversary of Trafalgar

Big Congregation at Cathedral Service; Sir Haviland de Sausmarez Talks to Schoolboys

All members of British official life now in Shanghai and hundreds of British subjects yesterday morning attended the special service arranged in commemoration of Trafalgar Day held at the Holy Trinity Cathedral. The sermon of thanksgiving and intercession for the welfare of the Allied Navy was delivered by the Rev. W. H. Price.

The anniversary of Trafalgar has a new significance in these days. Though we can never forget the name of Nelson and the events connected with his name, our minds today are filled with more recent recollections. We think of the Navy which is even now protecting us, of the merchant service which is even now providing for us, of the many men in both services who have given their lives for us in the present war. We honor them, we thank God for their lives, we pray for their welfare.

The past year has added mightily to the traditions of the British Navy, and the fleets allied with her. We can recall some achievements which have vindicated our unshaken confidence in Britain's naval supremacy. For obvious reasons we hear less about our sailors than our soldiers. What the Fleet is doing is to many of us a mystery, but that whatever she is doing is being done well is sufficiently proved by our nation's security and by the maintenance of our overseas commerce.

The curtain has been lifted for a moment by the skill of Alfred Noyes. Those who have read his articles in the Times have caught a glimpse of an unheard of fleet of some 8,000 auxiliary vessels, manned by 100,000 men, who but a year or so ago were peaceable fishermen and longshoremen, unskilled in the art of war. Now they have combatted the submarine peril, and have kept the trade routes free is a story that stirs the imagination of all who read. We hear much in praise of our citizen army. Today, at least, let us think too of the thousands who have voluntarily augmented the Navy in their perilous work.

There is little reason to speak here of the pluck and spirit of our merchant seamen, who have so nobly carried on their work amid new and unknown perils. The names of some will loom large in our recollections; others, unknown, have done their bit, and often given their lives for Britain. Our very existence here depends upon such men, and we realize our debt to them. It is not merely the safety they have preserved for us for which we thank God. That would be selfish.

We thank God for the quality of their lives, for the spirit of service and sacrifice which animates them, which is re-acting so splendidly upon our national character.

I have never before been guilty of retelling in the pulpit any of my own experiences as a temporary Naval Chaplain, but on an occasion like this I need make no apology for so doing. I have been with our men in action—down in the ammunition passages, in the stoke-holds, on the bridge, in the fore-top. I have seen, I know. May I tell you of one incident, only one of many, which reveals something of the character of our Navy?

We had been with the squadron in action in the gulf of Smyrna. The ships had done considerable damage to the Ports Hamidieh and Faleo Tabir which guarded the harbor. The Triumph had been hit by enemy shells many times though her casualties were slight. At night under cover of darkness the trawlers swept a channel through the mine-field to allow the ships a closer range. One of the trawlers struck a mine and further lives were lost. Next day a truce was arranged from 10 a.m. to 4 p.m. and the Val was to come off to the Flagship to confer with the Admiral. The ships hoisted white flags—the Triumph's was improvised out of sick bay sheets. We took advantage of the stand-still to have a Memorial service for our dead. The men had dispersed from the Quarter-deck, and were sitting about in the sun at their dinner hour, when shrapnel shells burst all around us. The men automatically went to "Action Stations"—they were there in 80 seconds, many of them with their dinner in their hands or mouths. The white flag was hauled down, and in less than a quarter of an hour that fort was silenced and a magazine was blown up. It was one of the most exciting quarters of an hour I can remember. But listen to the official despatch sent by the Captain to the Admiral describing the event. It is so interesting I persuaded the Captain's clerk to give me a duplicate copy. Here it is.

The Captain's Despatch
H.M.S. Triumph, at Smyrna,
March 9, 1915.

Sir,—I have the honor to report that when lying W. by S. of Pelican Spit Bouy, with flag of truce flying, in accordance with your orders, Battery "X" on Paleo Tablis Point opened fire on Triumph at 12.25 p.m., shells straddling her. 2.—My ship's company were at

dinner at the time, but an effective fire of 7.5" salvoes was returned within three minutes, and at 12.37 p.m., the fort having ceased fire, I drew out of range to enable the ship's company to complete their dinner hour.

I have the honor to be,
Sir,
Your obedient Servant,

Captain.

Vice-Admiral Sir R. H. PRUSE,
K.C.B., M.V.O., etc.

It is a business-like document, with little romance in it, yet it covers a thrilling time. It is so, surely, that a Nelson would have reported it, and so long as we have such officers and such men we may thank God that the grand spirit which fired our old sea-dogs in the past, still lives in their descendants. Indeed we have much to thank God for on our "Navy Day."

Special prayers were offered for the British and Allied navy and for all sailors, and a prayer in time of war; and the service concluded with the blessing and "God save the King."

Sir H. de Sausmarez, afterwards

paid a visit to the Cathedral School and spoke a few words to the scholars on "Trafalgar Day."

STORM RUSSIAN POSITION (Ostasiatische Lloyd War Service)

Official German telegram.—Headquarters, October 20.—Army group of Prince Leopold of Bavaria: In front of the positions which we gained north of Svinavka, on the Stokhod, several Russian counter-attacks broke down, with heavy losses. To the south-west of Svinavka on the Narayovka, on the west bank, German battalions stormed the important Russian position on the height with adjoining lines and repulsed sanguinarily the Russian attacks, by which they attempted to re-conquer the positions. The enemy left 14 officers, 2,050 men and 11 machine-guns in our hands.

Army group of Archduke Karl: In the southern part of the Wooded Carpathians, which are snow-covered, the enemy were thrown from the summit of Mount Rusulit.

The fighting on the frontier ridges in Transylvania is progressing. The fighting at the front of von Mackensen's army became more lively.

Church Services

Holy Trinity Cathedral.—October 22.—Eighteenth Sunday after Trinity. 8 a.m. Holy Communion. 11 a.m. Morning Prayer. Psalm 66 Dykes in F. Chant 81. Hymns 373, 447. Preacher, The Dean. 3 p.m. Children's Service. 6 p.m. Evening Prayer. Ebdon in C. Hymns 197, 27. Preacher, The Sub-Dean. October 25—Wednesday. 8 a.m.

Holy Communion. 8.30 a.m. Matins. 5.30 p.m. Intercession.

October 22—Bubbling Well Chapel. Eighteenth Sunday after Trinity. 8 a.m. Holy Communion. Union Church.—Sunday, October 22. 11 a.m. Preacher Rev. A. L. Warnshuis, Chant, 83; Anthem, "O Lord how manifold" (Barnby); Hymns, 80, 392, 139. 8 p.m. Preacher, Rev. E. K. Morrow; Chant, 87; Anthem, "Thou knowest, Lord" (Purcell); Hymns 265, 380, 128.

St. Andrew's Church.—18th Sunday after Trinity. 8 a.m. Holy Communion. 10.30 a.m. Matins; Preacher, The Chaplain; Hymns, 5, 281, 373, 545; 3 p.m. Sunday School; 6 p.m. Evensong; Preacher, The Chaplain; Hymns, 13, 214, 255, 370. Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject:—"Probation after Death." Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

Shanghai Free Christian Church (Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows:—Morning 11 a.m. by Rev. E. A. Brownlee, B. Th. Evening 6 p.m. by Rev. E. A. Brownlee, B. Th.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: The Rev. W. P. Roberts, B. D.

St. Joseph's Church.—Sunday Masses, at 6, 7, 8.15 and 10. Benediction, at 4 p.m. Week days, masses at 6 and 7.30 a.m.

WHAT WORRY DOES.

Anxiety and worry have most harmful effects upon the nervous system. Overwork also causes a man to become nervous and inclined to worry. This feeble state of the nervous system often ends in what the doctors call Neurasthenia—which is nervous exhaustion. If you cannot devote your mind fully to business or work, if you are not sure of yourself, feel excitable and depressed, take heed. You will find sleep does not rest you, your memory will play tricks, your limbs ache and tremble after any walk or exertion, and there is a dull pain in your back.

You must take prompt steps to stop this progressive mischief that may develop into neurasthenia; you must nourish your nerves with the one food they need—rich new blood. Nothing so surely renews the supply of strong red blood as Dr. Williams' Pink Pills, and this is the reason they are so valuable in nervous diseases in both sexes. Even children benefit from the use of these Dr. Williams' Pink Pills.

It is often said that Dr. Williams' Pink Pills for Pale People are as good as a holiday both for workers and the wealthy. Stocked by dealers; or send \$1.50 for a bottle, or \$8, for six bottles, to Dr. Williams' Medicine Co., 94 Szechuen Road, Shanghai. Free to Readers—A helpful little treatise, "The Nerves and their Needs," will be sent free. Write at once for one to the above address.

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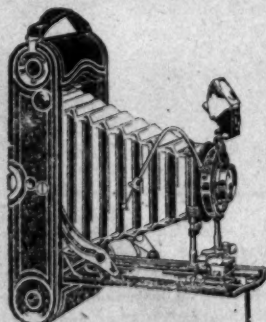
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FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, October 21, 1916.
Money and Bullion
 Gold Dollar Bank's buying rate 74 1/2 = Tls. 1.33 @ 72.8 = 1.32 Tls.
 Mex. Dollars: Market rate: 72.825
 Shanghai Gold Bars: 978 touch...
 Bar Silver...
 Copper Cash...
 Sovereigns:
 Buying rate, @ 3-1 1/4 = Tls. 6.44
 Exch. @ 72.8 = Mex. \$ 8.85
 Peking Bar...
 Native Interest... .09

Latest London Quotations
 Bar Silver... 32 1/2 d.
 Bank rate of discount... 6%
 Market rate of discount:
 3 m-s...
 4 m-s...
 6 m-s...
 Exchange on Shanghai, 60 d-s
 Ex. Paris on London... Fr. 27.30
 Ex. N. Y. on London T.T. \$ 47 1/2
 Consols... \$

Exchange Closing Quotations
 London... T.T. 5-1 1/4
 London... Demand 3-1 1/4
 India... T.T. 280 1/4
 Paris... T.T. 431
 Paris... Demand 431 1/4
 New York... T.T. 75 1/2
 New York... Demand 74
 Hongkong... T.T. 71 1/4
 Japan... T.T. 69 1/4
 Batavia... T.T. 17 1/4

Bank's Buying Rates
 London... 4 m-s. Ctda 3-2 1/2
 London... 4 m-s. Docy. 3-2 1/2
 London... 6 m-s. Ctda 3-2 1/2
 London... 6 m-s. Docy. 3-2 1/2
 Paris... 4 m-s. 44 1/2
 New York... 4 m-s. 75 1/2

CUSTOMS HOUSE RATE OF EXCHANGE FOR OCTOBER
 £1 = HK. Tls. 5.77
 HK. Tls. 1 = France 4.82
 " " 1 = Marks 13.95
 Gold \$1 = HK. Tls. 1.21
 HK. Tls. 1 = Yen 1.62
 " " 1 = Rupees 2.60
 " " 1 = Rouble 2.66
 " " 1 = Mex. \$1.50
 † Nominal.

Stock Exchange Transactions

Shanghai, October 21, 1916.
TODAY'S QUOTATIONS
Official
 Anglo-Dutch Tls. 6.25
 Anglo-Java Tls. 12.10
 Dominions Tls. 14.50
 Java Consolidated Tls. 23.00
 Sui Mangia Tls. 7.00
 Tehong Tls. 26.25 October.

Sharebrokers' Association Transactions

Shanghai, October 21, 1916.
BUSINESS DONE
Official
 Consolidated Tls. 23.25 cash
 Tanah Merah Tls. 1.10 cash
 Pahang Tls. 1.75 cash
Direct
 Dominions Tls. 14.50 cash

Piece Goods and Yarn

Messrs. Ilbert and Co., write as follows in their weekly market report:—
 The market throughout is firm, though of course lagging far behind costs of production in Lancashire, for the latter are still skying up with the ever rising price of the raw material. Yarn throughout the week has been in good demand, principally for Szechuen, which market has also been investing as freely as the restricted offerings by holders will allow, mostly in White Shirtings and Dyed goods.
 Now that the rice granaries and cotton godowns in the country are filling up, the natives are beginning to realise that nature has been very good to them this season and political unrest is taking the usual back seat that is brought about by rural prosperity.
 Grey Shirtings 3 1/4-lb.—Market continues steady to firm in tone but sales are on a small scale, business reported being limited to the following:—Seven boys at Tls. 3.50, Green Mandarin at Tls. 3.00, and Red Mandarin at Tls. 2.85. Auction prices advanced about 5 candarens on the whole.
 3-lb. to 11-lb.—A very small business only has been done as far as we can learn, there being only one sale to report in Kung Sze 10 lb. at Tls. 4.90. Auctions steady to firm.
 12-lb. 36-inch.—Further moderate

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sales have been made to Szechuen dealers at slightly advanced rates, business being made public in Red Cock at Tls. 5.75, and Blue Dragon at Tls. 5.35. Auctions very firm.
 T-Cloths and Jeans.—In the former a few parcels have changed hands in Eight Butterflies at Tls. 4.10, and Four Phoenix at Tls. 3.55. Only one sale of Jeans is returned in Three Dragonhead 30 yards at Tls. 3.50. The auction chops were firm.
 White Shirtings.—A substantial business has again been done for Szechuen, the total quantity sold amounting to about 500 cases, particulars being Gold Nine "Tah" at Tls. 6.00, Nine "Ting" at Tls. 5.75, Flower No. 1 at Tls. 5.75, Seven Boys at Tls. 5.60, Cash at Tls. 5.55 (9,000 pieces), Peacock at Tls. 5.47 1/2, and Hong Yuen at Tls. 5.42 1/2. Prices at auction advanced one to two mace per piece.
 Drills and Sheetings.—In local cloths no business is reported owing to the advance in prices asked for by the mills. Some few sales of American Sheetings come to our notice as follows:—Buckhead at Tls. 5.10, Massachusetts at Tls. 4.90, Lora A at Tls. 4.85, and Enterprise A at Tls. 4.65.
 Dyed and Fancy Cottons.—Market very firm all round, the auction prices for East Black Cotton Lastings having advanced two to three mace a piece, and for Venetians about a candaren a yard all round.
 Cotton.—Prices for the local staple have advanced two to four mace per picul during the week and substantial buying for local mills and for export is in progress. Quotations may be given as Tungchow Tls. 24.20 to Tls. 24.80, Shanghai Tls. 23.60, Shensi (new crop) Tls. 27.00, and Ningpo at Tls. 21.00. Market closes strong.
 Local Yarn.—The market has ruled very firm throughout and mills have been selling steadily at gradually improving prices. Sales are made public as follows:—
 No. 14s.—300 Bales Colored Dragon at Tls. 95.00/96.00 and 290 Bales Syce Joss at Tls. 94.00/94.50.
 No. 16s.—500 Bales Anchor at Tls. 101.00/102.00, 3,100 Bales Phoenix at Tls. 101.00/102.00, 600 Bales Red Dragon at Tls. 102.00/103.00 and 500 Bales Man and Goat (Heavy) at Tls. 104.00.
 No. 20s.—1,000 Bales Five Men at Tls. 110.00 to Tls. 113.00, 1,000 Bales Man and Goat (Heavy) at Tls. 112.00 and 500 Bales Nine Men and Tiger at Tls. 109.00 to Tls. 112.00.
 Indian Yarn.—These spinnings have advanced about two to three taels per bale and some 2,700 bales have changed hands as follows:—
 No. 10s. 100 Bales Gold Mohur at Tls. 91.50, 50 Bales Naranje at Tls. 88.00, 150 Bales Sorab at Tls. 91.50, and 200 Bales Vase at Tls. 89.00.
 No. 12s. 300 Bales China at Tls. 91.00/91.75, 700 Bales Currumbay (Ring) at Tls. 92.50/93.00, 50 Bales David Fish at Tls. 87.50, 550 Bales Eipthstone at Tls. 88.00/92.00, 100 Bales Fazulbhoy at Tls. 94.00, 250 Bales Herald office at Tls. 90.00/92.00, 200 Bales Lukmidass Khimjee at Tls. 91.00, and 50 Bales Pabany Ring at Tls. 89.00.
 Japanese Yarn.—Market very firm, business being reported in:—
 No. 18s. 200 Bales Three Horae at Tls. 103.00, 200 Bales Standings Horse at Tls. 109.00, and 100 Bales Woman and Boat at Tls. 110.00.
 No. 20s. 400 Bales Red Fisherman at Tls. 111.00/112.00.

Chartered Bank of India, Australia and China
 Incorporated by Royal Charter, 1853.
 Capital... £1,200,000
 Reserve Fund... 1,800,000
 Reserve Liability of Shareholders... 1,200,000
Head Office:
 25 BISHOPSGATE, LONDON, E. C.
Court of Directors:
 Sir Montagu Cornish Turner, Chairman.
 Sir Henry E. Cunningham, K.C.I.E.
 E. Guthbertson, Esq.
 Sir Alfred Dent, K.C.M.G.
 W. H. Neville Goschen, Esq.
 The Rt. Hon. Lord George Hamilton, G.C.S.I.
 W. Foot Mitchell, Esq.
 Lewis Alexander Wallace, Esq.
Branches:
 The Bank of England.
 The London City & Midland Bank, Limited.
 The London County & Westminster Bank, Limited.
 The National Provincial Bank of England, Limited.
 The National Bank of Scotland, Limited.
Agencies and Branches:
 Amritsar, Delhi, Hongkong, Kanton, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.
Shanghai Branch, 12 The Bund.
 Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.
 Interest allowed on Current Deposit account, according to arrangement.
 Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.
 W. R. SUTHERLAND, Manager.

Bank de L'Indo-Chine
 Capital... Frs. 48,000,000
 Reserves... Frs. 48,000,000
Agencies and Branches:
 Bangkok, Hanoi, Saigon, Battambang, Hongkong, Shanghai, Siam, Nanking, Singapore, Djibouti, Noumea, Tientsin, Pondichery, Peking, Tourane, Haiphong, Paopao, Hankou, Phnom-Penh.
Bankers:
 IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
 IN LONDON: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Pays-Bas; Credit Lyonnais.
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The Cathay Trust, Ltd.

Paid-up Capital £220,899

LOANS, AT LOW RATES OF INTEREST, GRANTED ON APPROVED SECURITIES.

J. C. DYER, Manager.

J. A. WATTIE & Co., Ltd.

Secretaries and General Managers, 10 Canton Road, Shanghai.

The China Mutual Life Insurance Company, Ltd.

has already paid more than 10 1/2 Millions of Taels to its policyholders, and the Company's books showed over 31 1/2 Millions of Taels.

Assurances in force on March 31st, 1915, when the total Assets stood at more than 9 1/2 Millions of Taels.

Whole Life, Endowment, Educational and Annuity Policies issued at current rates.

Head Office—SHANGHAI

Branch offices throughout Asia

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter, 1853.

Capital... £1,200,000
 Reserve Fund... 1,800,000
 Reserve Liability of Shareholders... 1,200,000

Head Office: 25 BISHOPSGATE, LONDON, E. C.

Court of Directors:

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 E. Guthbertson, Esq.
 Sir Alfred Dent, K.C.M.G.
 W. H. Neville Goschen, Esq.
 The Rt. Hon. Lord George Hamilton, G.C.S.I.
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 W. R. SUTHERLAND, Manager.

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 W. R. SUTHERLAND, Manager.

W. R. SUTHERLAND, Manager.

Bank de L'Indo-Chine

Capital... Frs. 48,000,000

Reserves... Frs. 48,000,000

Agencies and Branches:

Bangkok, Hanoi, Saigon, Battambang, Hongkong, Shanghai, Siam, Nanking, Singapore, Djibouti, Noumea, Tientsin, Pondichery, Peking, Tourane, Haiphong, Paopao, Hankou, Phnom-Penh.

Bankers:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
 IN LONDON: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Pays-Bas; Credit Lyonnais.

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Hongkong & Shanghai Banking Corporation

Paid-up Capital... \$15,000,000

Reserve Funds:
 Sterling £1,500,000 @ 2s. \$15,000,000
 Silver... 18,000,000

Reserve Liability of Pro-prietors... \$15,000,000

Head Office: HONGKONG.

Court of Directors:

W. L. Pattenden, Esq., Chairman.
 S. H. Dodwell, Esq., Deputy.
 G. T. M. Edkins, Esq. [Chairman.
 C. S. Gubbay, Esq.
 Hon. Mr. P. H. Holyoak.
 Hon. Mr. D. Landale.
 J. A. Plummer, Esq.
 Hon. Mr. E. Shellin.

Chief Manager: Hongkong—N. J. STRA.

Branches and Agencies:

Amoy, Ipoh, Peking, Bankok, Johore, Penang, Batavia, Kobe, Rangoon, Bombay, Kuala Lumpur, Saigon, Calcutta, London, Shanghai, Canton, Lyons, Singapore, Hongkong, Malacca, Sourabaya, Hankow, Manila, Tientsin, Harbin, Nagasaki, Tsingtau, Hiole, New York, Yokohama.

London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

Russo-Asiatic Bank

Koubeles.

Capital (fully-paid)... 45,000,000

Reserve Fund... 22,000,000

Capital Contributed by the Chinese Government... 3,500,000

Reserve Fund... 1,733,000

Head Office: PETERHOF.

Paris Office: 8, Rue Boudreau.

London Office: 64, Old Broad St., E.C.

Bankers:

LONDON: Messrs. Glyn, Mills, Currie & Co.
 PARIS: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
 LYONS: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

For Eastern Branches and Agencies

Bombay, Hankow, Peking, Calcutta, London, Shanghai, Changchun, Harbin, Tientsin, (Kwan-Hongkong) Tsingtau, (Kwan-Hongkong) Vladivostok, Chaofo, Nicolayowsky, Yokohama, Dalny (Dalren) O-A.

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

SAFE DEPOSIT BOXES:

J. JEZIEWSKI, Q. CARRERE, Managers for China and Japan.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-up Capital \$200,000

All kinds of banking business transacted.

Currency Exchange a speciality.

Special department for handling loans against warehouse receipts and other commercial paper.

Interest on Tael current accounts 2%.

Particulars of interest allowed on Dollar current accounts and fixed deposits can be obtained on application.

Every description of banking and exchange business transacted.

W. A. HOEHN, Manager.

The Bank of China.

(Specially authorized by Presidential Mandate of 15th April, 1915)

Authorized Capital... \$80,000,000

Paid-up Capital... \$10,000,000

HEAD OFFICE: PEKING.

Branches and Agencies:

Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dalren, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shansi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH.

3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted.

Interest allowed on Current Deposit Account in Taels at the rate of 3 per cent. per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent. per annum.

For 6 months at the rate of 4 per cent. per annum.

For 12 months at the rate of 5 per cent. per annum.

SUNG HAN-CHANG, Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Oct 24	11.00	New York via Panama	Touyama maru	Jap.	N. Y. K.
25	10.00	Tacoma etc	Ide maru	Jap.	A. T. Co.
25	11.00	Seattle, Vancouver B.C.	Henrik Isben	Br.	Forbes & Co
26	P.M.	Boston New York via Panama	Newby Hall	Br.	S. T. Jones & Co
27	3.00	Nagasaki	Simbrak	Rus.	R. V. F.
Nov 4	5.00	Vancouver B.C.	Empress of Russia	Br.	C. P. O. S.
10	noon	San Francisco	Shinyo maru	Jap.	A. T. Co.
10	noon	Seattle etc.	Kamakura maru	Jap.	N. Y. K.
11	P.M.	New York via Panama	Kanagawa maru	Jap.	N. Y. K.
11	noon	Seattle etc.	Monteagle	Jap.	C. P. O. S.
14	noon	San Francisco	Awa maru	Jap.	N. Y. K.
14	P.M.	San Francisco	China	Am.	C. M. S. S. Co.
15	P.M.	Vancouver etc.	Empress of Japan	Jap.	C. P. O. S.
17	noon	Seattle	Empress of Asia	Jap.	N. Y. K.
Dec 3	P.M.	Vancouver etc.	Korea maru	Jap.	A. T. Co.
3	5.00	San Francisco	Venezuela	Am.	P. M. S. S. Co.
16	P.M.	San Francisco	Siberia maru	Jap.	A. T. Co.
22	P.M.	San Francisco	Tenyo maru	Jap.	A. T. Co.

FOR JAPAN PORTS

Oct 24	9.00	Nagasaki, Moji, Kobe	Chikugo maru	Jap.	N. Y. K.
25	10.00	Moji, Kobe, Osaka	Kumano maru	Jap.	N. Y. K.
28	..	Kobe, Yokohama	Atlantico	Fr.	Cle M.M.
30	..	Kobe, Yokohama	Kamo maru	Jap.	N. Y. K.
Nov 4	noon	Nagasaki, Kobe, Yokohama	Shinyo maru	Jap.	N. Y. K.
4	P.M.	Nagasaki, Kobe, Yokohama	Empress of Russia	Br.	C. P. O. S.

FOR EUROPE, INDIA, STRAITS, ETC.

Oct 27	..	London	Touyama maru	Jap.	N. Y. K.
29	11.00	London via Hongkong etc.	Hirano maru	Jap.	N. Y. K.
30	10.00	Marseilles, London via Suez	Nore	Br.	P. & O.
Nov 3	D.L.	London via Cape	Pyrrhus	Br.	B. & S.
12	11.00	Marseilles, London via Hongkong	Kaga maru	Jap.	N. Y. K.
13	A.M.	Marseilles, London via Suez	Nyasa	Br.	P. & O.
15	P.M.	Genoa, London etc.	Merionelle	Br.	Glen Line
17	A.M.	Marseilles, London via Suez	Malta	Br.	P. & O.
20	P.M.	Genoa	Merionethshire	Br.	J. M. & Co.
Dec 4	D.L.	Liverpool via Cape	Ganfa	Br.	B. & S.
5	D.L.	London via Cape	Cyclops	Br.	B. & S.
15	P.M.	Genoa, London etc.	Glenline	Br.	Glen Line
17	D.L.	Liverpool via Cape	Kinchow	Br.	B. & S.
17	D.L.	London via Cape	Keemun	Br.	B. & S.
30	D.L.	London via Cape	Pelee	Br.	B. & S.
Jan 8	D.L.	London via Cape	Teucer	Br.	B. & S.
17	D.L.	London via Cape	Pheonix	Br.	B. & S.

FOR SOUTHERN PORTS

Oct 22	8.00	Takao, Formosa via Fochow	Kohoku maru	Jap.	N. Y. K.
23	D.L.	Swatow, Hongkong, Canton	Kwongsang	Br.	J. M. & Co
23	D.L.	Wuhu, Swatow	Wenchow	Br.	B. & S.
24	D.L.	Hongkong, Canton	Anhui	Br.	B. & S.
25	4.00	Ningpo	Hsin Peking	Br.	B. & S.
24	A.M.	Amoy, Swatow	Feiching	Br.	C. M. S. N. Co.
24	D.L.	Hongkong, Canton	Luchow	Br.	B. & S.
26	D.L.	Amoy, Hongkong, Canton	Shantung	Br.	B. & S.
Nov 15	10.00	Hongkong	China	Am.	C. M. S. S. Co.
11	A.M.	Hongkong	Venezuela	Jap.	N. Y. K.
21	P.M.	Manila, Hongkong	Yamaguchi	Am.	P. M. S. S. Co.
22	5.00	Hongkong	Korea maru	Jap.	A. T. Co.

FOR NORTHERN PORTS

Oct 22	10.00	Weihsaiwei, Chefoo, Tientsin	Koonshing	Br.	J. M. & Co.
23	D.L.	Newchwang	Chinkiang	Br.	B. & S.
24	9.00	Dalny direct	Sakaki maru	Jap.	S. M. R.
24	noon	Weihsaiwei, Chefoo, Tientsin	Feuchting	Br.	B. & S.
24	A.M.	Chefoo, Tientsin	Hsinning	Br.	C. M. S. N. Co.
25	P.M.	Vladivostok	Glenline	Br.	Glen Line
25	10.00	Weihsaiwei, Chefoo, Tientsin	Shanghai	Br.	N. Y. K.
26	noon	Tsingtao and Dalny	Ono maru	Jap.	S. M. R.
27	10.00	Tsingtao and Dalny	Kobe maru	Jap.	S. M. R.
27	3.00	Vladivostok	Simbrak	Rus.	R. V. F.

FOR RIVER PORTS

Oct 22	M.N.	Hankow etc.	Kiangyung	Chi.	C. M. S. N. Co.
22	M.N.	do	Kiangyung	Chi.	C. M. S. N. Co.
22	M.N.	do	Yusan	Br.	J. M. & Co.
23	M.N.	do	Tafoo maru	Jap.	N. Y. K.
24	M.N.	do	Luenyi	Br.	B. & S.
24	M.N.	do	Tuckwo	Br.	J. M. & Co.
25	M.N.	do	Nanyang maru	Jap.	N. Y. K.
25	M.N.	do	Poyang	Br.	B. & S.
27	M.N.	do	Tungting	Jap.	B. & S.

*A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Oct 21	Ningpo	Kiangyung	2012	Chi.	C. M. S. N. Co.	KLYW
Oct 21	Swatow	Yusan	1122	Br.	J. M. & Co.	WTW
Oct 21	Anzung	Obungking	138	Br.	B. & S.	WTW
Oct 21	Ja, an	Taishu maru	879	Jap.	Sato Shokai	WTW
Oct 21	Japan	Chikugo maru	1446	Jap.	N. Y. K.	OWSB
Oct 21	Japan	Empress of Russia	8789	Br.	C. P. O. S.	OWSB
Oct 21	..	Michi maru	924	Br.	J. M. & Co.	SHW
Oct 21	Hankow	Kutwo	1490	Chi.	C. M. S. N. Co.	KLYW
Oct 21	Hankow	Kiangyung	1756	Jap.	N. Y. K.	LPDW
Oct 21	Hankow	Kwongsang	1457	Br.	J. M. & Co.	SHW
Oct 21	Hankow	Whangsheng	1746	Chi.	C. S. S. Co.	SHW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Oct 21	Swatow, Hongkong	Hothow	806	Br.	B. & S.
21	Hankow etc.	Suiwo	1031	Br.	J. M. & Co.
21	Hankow etc.	Tachang maru	1369	Jap.	N. Y. K.
21	Woodow	Taishu	1216	Chi.	C. M. S. N. Co.
21	Japan	Yamaguchi maru	2236	Jap.	N. Y. K.
21	Hongkong, Canton	Kwanglee	4681	Chi.	C. M. S. N. Co.
21	Onsoo, Tientsin	Hsinohi	1385	Chi.	C. M. S. N. Co.
21	Malive Customs	Hungang	1307	Br.	B. & S.
21	Weihsaiwei, Chefoo, Tientsin	Tungchow	1393	Br.	B. & S.
21	Hankow etc.	Changong	1290	Br.	Geddes & Co.
21	Japan	Nagata maru	1457	Jap.	Geddes & Co.
21	Ningpo	Kiangyung	2012	Chi.	C. M. S. N. Co.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Men	Commander
F & O B	Oct. 16	Cruise	Galveston	Am cru.	3200	15	809	Kellogg
B N B	Oct. 20	Cruise	Quiros	Am g-b.	850	4	54	Lottin
B N B	Oct. 20	Cruise	Villalobos	Am g-b.	370	6	54	Clarke

The French gunboats D. de Lagree and Decides, the Japanese gunboat Fushimi, Sumida and Toba, and the British gunboat Woodlark are included in this list, being dismantled.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangyung, Capt. McIlwain, will leave on Sunday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Co's Str. Tafoo Maru, Captain Y. Ikeda, will be despatched from the Postung N.Y.K. Wharf on Monday, October 23 at about 12 o'clock midnight. This steamer has extra spacious staterooms (electric fans fitted). European food of the best cuisine is provided. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Str. Kiangyung, Capt. C. Taylor will leave on Monday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Co's Str. Nanyang Maru, Captain S. Yasuki, will be despatched from N. Y.K. Wharf on Tuesday, October 24 at about 12 o'clock midnight. This steamer has extra spacious staterooms (electric fans fitted). European food of the best cuisine is provided. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

For Southern Ports

AMOI and SWATOW.—The Str. Feiching, Capt. A. B. Baines, will leave on Tuesday morning. For Freight or Passage apply to C. M. S. N. Co.

HONGKONG.—The s.s. Korea Maru, will leave on Wednesday, November 22. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For passage apply to The American Trading Company.

For Northern Ports

CHEFOO and TIENSIN.—The Str. Hsinning, Capt. Macklenion, will leave on Tuesday morning. For Freight or Passage apply to C. M. S. N. Co.

For Japan

NAGASAKI, KOBE and YOKOHAMA.—The s.s. Shinyo Maru, Capt. Wm. C. T. Palmer, will leave on Saturday, November 4. The tender conveying passengers and mails will leave the Customs jetty at noon. For freight or passage apply to The American Trading Company.

Shipping Items

The I.C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The N.Y.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Poyang left Hankow for Shanghai on Friday.

The C.N. s.s. Shantung left Hongkong for Shanghai on Thursday.

The C.N. s.s. Shantung left Tientsin for Chefoo, Weihsaiwei and Shanghai on Thursday.

The N.Y.K. s.s. Taleo Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Kiangyung left Hankow for Shanghai yesterday.

The C.M. s.s. Hsinning left Tientsin for Chefoo and Shanghai on Thursday.

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The N.Y.K. s.s. Fengyang Maru will leave Hankow for Shanghai tomorrow.

The I.C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tungting will leave Hankow for Shanghai tomorrow.

The M.M. s.s. Atlantique with the French Mail of September 17, left Haiphong for Hongkong and Shanghai on Friday morning, October 20, and may be expected to arrive at Woosung on Thursday, the 26th instant. She is due at Hongkong today at noon.

Passengers Arrived

Per I.C. s.s. Kutwo from Chinkiang.—Mr. Verers.

Per C.M. s.s. Kiangyung from Ningpo.—Mr. Jernigan.

Per N.Y.K. s.s. Chikugo Maru from Japan.—Mr. Dethim Louis, Mr. P. Verstratten, Mrs. J. Ackermann, Miss R. Devenish, Mr. N. Watanabe, Mr. W. A. Tatchell, Mr. and Mrs. E. Ovessen, Miss C. Yoshida.

Per C.M. s.s. Kiangyung from Hankow.—Miss Molloy and Mr. Ellis.

Launch Services

TODAY

The tender conveying departing passengers and mails to the N.Y.K. s.s. Kohoku Maru will leave the jetty in front of 5, the Bund at 7 a.m.

TOMORROW

The launch conveying departing passengers to the N.Y.K. s.s. Tafoo Maru will leave the Canton Road jetty at 11 o'clock p.m.

Sicawei Weather Report

Saturday, October 21, 1916.

20.—A moderate depression crosses Manchuria, making for the Sea of Japan. The continental anticyclone remains in the Yangtze Valley. The rainy period continues at Formosa and spreads to the Philippines. Regular monsoon along our coasts.

21.—Weather mild and cloudy, at Shanghai. The pressure, superior to the average, keeps on rising. The breeze continues to veer to E. The anticyclone inclines to advance seawards.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albenga	2769	Ger.	Carlowitz	YWGW
19	Hongkong	Anhui	1355	Br.	B. & S.	WTW
20	San Francisco	Alvarado	1650	Am.	J. M. & Co.	10 p
24	Hongkong	Bohemis	4282	Am.	Ans. Lloyd	B VII
29	Chinwangtao	Burrumbett	1156	Br.	R. M. A.	KMAW
30	Hongkong	China	8868	Am.	Ans. Lloyd	B XIII
1	Hongkong	D. Rickmers	3651	Ger.	H. D. & Co	USA
2	Nanking	Fortuna	182	Ger.	H. D. & Co	10 p
3	Chefoo	Fengtien	1073	Br.	B. & S.	CNCW
7	Nagasaki	Gennan maru	1140	Jap.	M. B. K.	9 p
19	Japan	Ishi maru	680	Jap.	M. B. K.	9 p
19	Yochow	Ichang	1223	Br.	B. & S.	WTW
23	Hankow	Kinling	2511	Br.	B. & S.	Int. D
14	Hankow	Kian	729	Br.	B. & S.	B J
14	Japan	Kawaga	2933	Br.	S. T. Jones & Co	B III
20	Hankow	Koeshing	1355	Br.	J. M. & Co.	SHW
20	Hankow	Kiangyung	451	Chi.	C. M. S. N. Co.	KLYW
20	Tientsin	Kohoku maru	1068	Jap.	N. Y. K.	OSKYW
18	Hankow	Meidai	1682	Ger.	Melchers	NGLE 1
18	Hankow	Meitoo	1681	Ger.	Melchers	NGLE 1
16	Hankow	Meitoo	405	Am.	S. T. Jones & Co	SOCW
27	Chefoo	Pacific	727	Dan.	G. N. T. Co	8 p
27	Tsingtao	Sikang	1840	Ger.	H. A. J.	B VIII
27	Hongkong	Silesia	8446	Am.	Ans. Lloyd	B VIII
27	Hongkong	Silnia	1223	Br.	B. & S.	CNCW
20	Hankow	Slanyang maru	2225	Jap.	N. Y. K.	NYKW
20	Hankow	Tsuanatoh	475	Br.	C. I. & L. Co.	CNCW
20	Hankow	Tatung	882	Br.	B. & S.	CNCW
20	Hankow	Taihang maru	558	Jap.	M. B. K.	CNCW
20	Japan	Yamihari maru	558	Jap.	M. B. K.	CNCW

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE

Operating the new first-class steamers "Ecuador," "Venezuela" and "Colombia"

14,000 tons each

TO SAN FRANCISCO

Light Type A.M. Dark Type P.M.

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

CHANGE OF NAME.

I, ARTHUR HAROLD HALLAM, heretofore called and known by the name of ARTHUR HAROLD BOTTENHEIM, of Shanghai, China, a natural born British Subject, and General Manager in Shanghai and North China of the Vacuum Oil Company, hereby give notice that I have ASSUMED and ADOPTED and intend henceforth on all occasions whatsoever to USE and SUBSCRIBE the name of ARTHUR HAROLD HALLAM in lieu of and in substitution for my former name of ARTHUR HAROLD BOTTENHEIM and that such intended change or assumption of name is formally declared and evidenced by a Deed Poll under my hand and seal dated the 17th day of October, One Thousand Nine Hundred and Sixteen, and enrolled or intended forthwith so to be in the Miscellaneous Records of His Britannic Majesty's Consulate General, Shanghai.

Dated this 17th day of October, One Thousand Nine Hundred and Sixteen.
ARTHUR HAROLD HALLAM.
Formerly:
Arthur Harold Bottenheim.

11408

INTERNATIONAL SAVINGS SOCIETY

A French Public Savings Company

Head Office: 49-71 Rue du Consulat, Shanghai

A FEW OF THE SPECIAL FEATURES.

1.—Monthly drawings which give the bondholders an opportunity to draw amounts varying from \$12 to \$2,000.

2.—Every month 10 per cent of the bonds are drawn and every bond participates in these drawings.

The Society has now issued over 2,000 Premium Bonds of Two Thousand Dollars denomination.

Therefore on November 15, 1916 and onwards a full Bond, i.e., \$2,000, will be redeemed.

AUDIT.

3.—A Continuous Daily Audit of the accounts of the Society is conducted by Mr. S. A. Seth, Chartered Secretary and Public Accountant.

Statements and Accounts are open to inspection at any time on application to the Auditor.

HENLI REGATTA

MOTOR BOAT RACE—All Classes

For conditions see Pink Sheet of The China Press for 15th October.

Entries to be forwarded to the undersigned not later than Monday, 23rd October.

Entrance Fee \$5.00 per boat.

N. C. BRODIE,

Hon. Secy.

Shanghai Rowing Club.

2 Soochow Road.

11378

NOTICE.

"DAISY" BRAND BUTTER.

We beg to notify our Customers that, in consequence of the difficulty in obtaining supplies, we are at present out of stock of "Daisy" Brand Butter. We hope to receive a further shipment very shortly and, in the meantime, we beg to draw attention to our "MEADOW" BRAND, an excellent quality Butter second only to "Daisy," which may still be obtained from all Storekeepers.

Geddes & Co., Ltd.

Tel. 346. 3 Peking Road.

BILL SMITH

Bill Smith had a friend who was off for the front.

And said: "I approve, Jim, it's quite the right stunt."

"If you'll teach them the merits of 'Upper Crust Rye'."

"In Europe, I also, will come bye and bye."

THE AMERICAN DRINK IS

"UPPER CRUST" RYE

UNEQUALLED FOR

RICH BILLS

Ask Bill

Garner, Quelch & Co.

Wine Merchants



Preliminary Announcement

Madame Thue begs to announce that the first performance of

"La Navarraise"

Opera in two acts, by Massenet, and

"Pierrot's Dream"

Ballet in one act, by M. de Lucas, will be given on

Saturday, November 18,

at the

Lyceum Theatre, In Aid of the French War Orphans.

LADIES, ATTENTION!!

New shipment of ladies' trimmed hats, in the latest style possible, the prices lower than at any other stores.

You are respectfully invited to view them, and make comparisons in our favour.

CANTOROVITCH'S

Great October Sale

103 Broadway.

NEW FRENCH WAR LOAN

5% "de la Defense Nationale" 1916.

PRICE OF ISSUE \$8.75%

The list of applications will be opened in Paris from October 5th until October 30th, and those intending to subscribe are invited to apply without delay.

The amount of the Loan is unlimited and the French Government binds itself not to redeem same before 1920.

The Loan will bear interest at 5 per cent per annum, beginning from November 16th, 1916, payable QUARTERLY.

Interest coupons will be exempted from any present or future Government taxes during the period of the Loan.

For full payment on application, the price of issue will be:

\$7.50% and

Payments by instalments will also be accepted as follows:

15.00% on application

25.75% on 16th December.

25.00% on 16th February

25.00% on 16th April

88.75%

Holders of "Bons et Obligations de la Defense Nationale" will have the option of converting same into Bonds of the New Loan on terms that will be supplied on application.

Subscriptions are now received at the BANQUE INDUSTRIELLE DE CHINE—SHANGHAI, PEKING and TIENTSIN

and will be telegraphed to Paris free of charge or commission, at especially favorable exchange rates and every facility will be granted to subscribers.

11066

Zung Lee & Sons

(W. Z. Zee & Sons)

HARDWARE, METALS AND SUNDRIES

Largest stock of highest quality goods at cheapest prices, as proved by public tender

Broadway, Shanghai.

OVERSEAS TRADING CO. OF CALIFORNIA

IMPORTERS OF AMERICAN PRODUCTS

Representing

WELLMAN, PECK & COMPANY

(Wholesale Grocers and Coffee Roasters)

San Francisco, California

Telephone No. 930.

Address: 8a Peking Road.

11256

We beg to notify our customers that, on account of a death in the firm, our business will be closed at the end of the year.

C. KLARE

1109 Broadway.

Underwear, Shirts, Neckwear, Hats, Caps, Etc.

N. B. This business is for sale as a going concern.

11318

THOS. COOK & SON

(Official Passenger Agents to the Philippine Government.)

Tickets issued and Sleepers reserved on all Chinese Government and other Railway Lines.

PEKING AND BACK

Special Return Tickets—Available 14 Days \$88.30 (Including Sleepers.)

Particulars of timings and fares to other points quoted on application. Shanghai Office: 2 and 3 FOOCHOW ROAD.

Also at Hongkong, Yokohama, Manila and Peking.

GOOD TASTE DEMANDS

that a room, whether simply or elaborately furnished, shall be free from the discordant and unpleasant effect of ill-matched furniture. Now is the time, dear customer, to put your house to rights for the winter months.

SALES ROOM:
109 HANKOW
ROAD

V. K. SHEN AND SON
FURNITURE MANUFACTURERS
& DECORATING CONTRACTORS
with
22 years practical experience

TELEPHONE
NUMBER:
1710

Grand Hotel Kalee, Shanghai

INCORPORATED IN U. S. A.

FIRST-CLASS RESIDENTIAL HOTEL

SITUATED IN THE MOST CENTRAL PART OF THE BUSINESS DISTRICT, OPPOSITE THE MAGNIFICENT ENGLISH CATHEDRAL

130 LARGE, AIRY AND WELL-FURNISHED ROOMS

EACH WITH PRIVATE BATH ATTACHED

PASSENGER ELEVATOR

EXCELLENT ATTENDANCE AND COOKING

ALL DEPARTMENTS UNDER EXPERIENCED EUROPEAN CONTROL

TEL. ADDRESS

E. H. DUNNING.

"KALEE"

MANAGING DIRECTOR.

ALL MAKES

OF TYPEWRITERS & OFFICE SUPPLIES

SEE OUR STOCK — SEND FOR PRICE LIST

THE OFFICE APPLIANCE CO.

4 CANTON ROAD, SHANGHAI



GOLF

Is made more enjoyable with our "WIDE ANGLE" lenses—they give a wider range of vision.
DR. O. D. RASMUSSEN, OPTICIAN.
19 Nanking Road. Phone 3272.

E. O. D.

B. ROTH & CO.

Coal Merchants

21 Nanking Rd. Tel. No. 4751

PRICE LIST OF SCREENED HOUSE COAL

	per ton
Hongay Coal (Lump)	\$23.00
Hankow Coal (Nuts)	22.00
Shansi Coal (Nuts)	23.00
Japan Coal (No. 1)	13.50
Japan Coal (No. 2)	12.50
Japan Coal (No. 3)	11.50
Charcoal, for 2 baskets	1.10
Firewood, 60 Bundles	1.00

JUST UNPACKED

Underwear for Everybody

made of

Silk, Wool and Lisle

Just the Thing

for present wear

H. G. HILL & Co.

129 North Soochow Road

(2 doors from General Hospital)

'Phone No. 2240

Open Lawn Tennis Tournament

To be held at the

CERCLE SPORTIF

FRANCAIS

on the

4th, 5th, 6th, 7th, 8th,

11th & 12th November

5 OPEN HARD COURT EVENTS

5 HANDICAP GRASS COURT EVENTS

Entries close on Friday,

Oct. 27th. Entry forms may be

had upon application to

L. A. CHILL, Hon. Secretary

c/o PROBST, HAMBURY & CO., LTD.

10 Nanking Road 11379

Forged Certificates and Transfers

The Alma Estates, Limited.

The Cheng Rubber Estates, Limited.

The Senawang Rubber Estates Company, Limited.

NOTICE is hereby given that cancelled certificates with the cancellation marks removed by chemicals and with forged transfers attached have been presented for the issue of new certificates.

The Directors of the above Companies have reason to fear that other similar frauds may have been perpetrated.

ALL PERSONS DEALING in shares of the above Companies are warned to examine the certificates with care.

HOLDERS OF CERTIFICATES of these Companies are recommended and requested to send their scrip to the Company's Head Office to be verified.

By order of the Boards of Directors,
HUGO REISS & CO.,
Secretaries & General Managers,
Shanghai, 4th October, 1916.

11342

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens

Front room, with bath-room and verandah attached, to let.

Tel. 3482

9406

8 & 11 Quinsan Gardens

A very comfortable attic with all home comforts, 'Phone 1946.

10070

TO LET

CENTRAL. Large and small rooms: bathrooms attached. Quiet comfort. Excellent cooking, very moderate terms. Apply to Box 368, THE CHINA PRESS.

11382

TO LET, with excellent board and attendance, one cheerful, well-furnished, single, attic bedroom, in first-class boarding house near Bund. 'Phone and elevator. Terms \$70 monthly. Apply to Box 19, THE CHINA PRESS.

11418 O 24

TO LET, two cosy furnished bedrooms and sitting-room, use of kitchen, or board, in private house. Very moderate terms. 7 Wayside Road.

11390

MATRIMONIAL

NEUTRAL, aged 27, known business man in Shanghai, desires to meet young lady (European nationality) of good birth, with some means, with view to matrimony. Discretion assured. Apply to Box 2, THE CHINA PRESS.

11374

Exchange and Mart

IF you have damaged mirrors, sell them or exchange for good ones by either calling at 109 Hankow Road or ringing up 1710.

11406 O 22

HAND-PRESS, suitable for baling skins or other commodities. Little used and in very good condition. No reasonable offer refused. Apply to Box 9, THE CHINA PRESS.

11392 O 32

WANTED, for race days, a houseboat with 3 or 4 bunks. Apply to Box 13, THE CHINA PRESS.

11404 O 22

FOR SALE; One or two English-made motor-cycles, mechanically perfect, brand-new and ready for the road. 3½ h.p. Suitable for single or side-car work: at bargain prices. Apply to Box 388, THE CHINA PRESS.

T. F.

FOR SALE, Airedale terrier, female, 2½ years old, with first-class pedigree. For further particulars, apply to Box 6, THE CHINA PRESS.

11380

WANTED: Good second-hand, four-cylinder, light-weight marine motor, with reverse gear. Apply, stating price and particulars, to Box 11, THE CHINA PRESS.

11394 O 22

FOR SALE, Hotchkiss motor-car, 6-cylinder, 7-seater limousine, in perfect condition. Newly-painted and upholstered. Equipment complete, including head, side and tail-lights, horn and speedometer. An excellent, closed family-car for the cold season. For particulars as to price and demonstration apply to the Central Garage Co., Ltd., 2a Jinkee Road.

11307 T. F.

FOR SALE, 7-seater Hupmobile Limousine. Beautiful town-car, excellent order, 24-30 h.p. motor, new non-skid tyres, two reserve tyres, electric lights, speedometer, clock, newly-painted and overhauled. Owner leaving Shanghai, cash price, Taels 1,600. Apply to Box 18, THE CHINA PRESS.

11414 O 25

WANTED copy of Giles' "Introduction to the Study of Chinese Pictorial Art." Send offers to Box 17, THE CHINA PRESS.

11416 O 25

FOR SALE, one children's dog-cart, built by Rosenbaum, with Korean pony, circus-trained, and harness complete; all in good condition. On view at Dr. Fearon's, 30 Route Pichon.

11410 O 24

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.

11285

FOR SALE, Hotchkiss motor-car, 6-cylinder, 7-seater limousine, in perfect condition. Newly-painted and upholstered. Equipment complete, including head, side and tail-lights, horn and speedometer. An excellent, closed family-car for the cold season. For particulars as to price and demonstration apply to the Central Garage Co., Ltd., 2a Jinkee Road.

11307 T. F.

Other Business and Official Notices will be found on Pages 13 and 15

SITUATIONS WANTED

FOREIGN LADY, 30 years of age, with good education, requires secretarial position. Efficient shorthand writer. Apply to Box 15, THE CHINA PRESS.

11409 O 22

EXPERT Bookkeeper offers his services for 2 or 3 hours daily. Please apply to Box 14, THE CHINA PRESS.

11400 O 22

POSITION WANTED by a Chinese as godown-keeper, store-keeper or timekeeper: many years' experience in Shanghai. Apply to Box 204, THE CHINA PRESS.

T. F.

SITUATION VACANT

WANTED, an intelligent Chinese typist, \$30 to start with, good prospects for advancement. Apply to Box 12, THE CHINA PRESS.

11393

WANTED, expert Chinese stenographer and typist. Immediate engagement. Good salary and good prospects to the right person. Apply to Box 4, THE CHINA PRESS.

11376 O 30

FINANCIAL

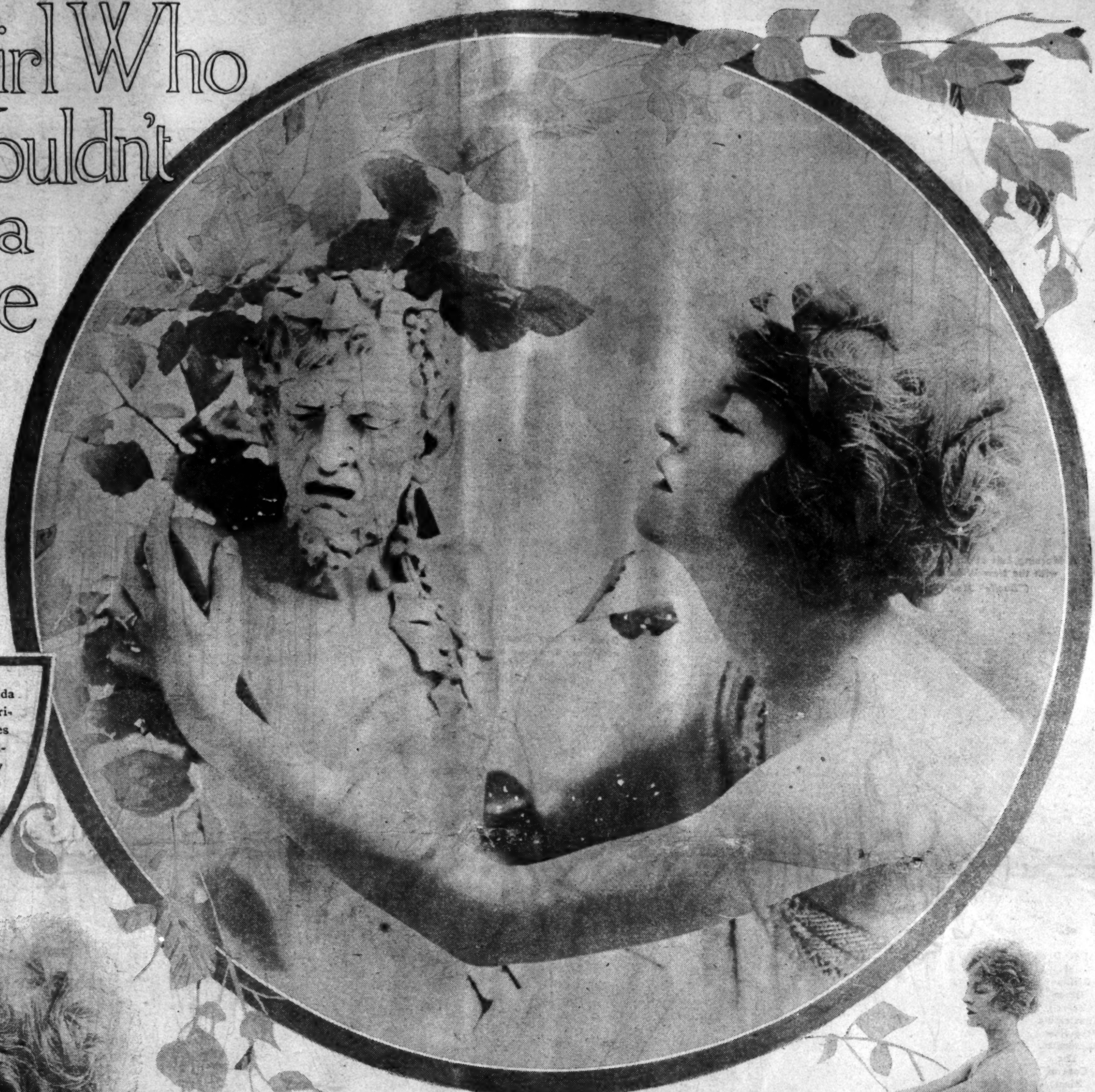
SPECULATION; Partner wanted, with a cash capital of \$15,000 for a speculative business at our one-thousandth part as risky as gambling in shares. A fortune can be made in a short while on the above investment. Only those who mean business immediately and are willing to take the quantitative risk, need apply to Box No. 1, THE CHINA PRESS.

113

The Girl Who Just Wouldn't Be a Failure

*How One American Girl Fought
Her Way Through
All Obstacles,
Even Threatened
Blindness,
to Success*

Three Photographs of Miss Ida Adams, the Beautiful American Girl, Whose Experiences Prove Once Again That Failure Cannot Come to Any One Who Refuses to Be a "Quitter."



DISPATCHES and articles from England dealing with theatrical doings there have recently begun to contain numerous laudatory paragraphs about Ida Adams, an American girl, who has within the last two months attained extraordinary success in London. The English apparently know very little of her except her beauty, grace and abilities. But behind these notices that are the outward symbols of success, lies one of the best sermons upon the folly of ever giving up the fight while there is an ounce of strength left to fight with. Miss Adams has had a battle that has turned her hair to silver. But it has also turned her fortunes into gold. She was born in a tiny settlement among the mountains of West Virginia. She played, barefooted, with the other small girls of the village.

But ever since she could remember there had been sorrowful glances and whispers. She knew even then that sooner or later she would become blind.

When she was five the family moved to Charleston, West Virginia. From there, when she was eighteen, she ran away to go upon the stage.

She came on to New York. She secured third place from the left in the back row in "Around Town." In three months to a part, fighting down every obstacle.

She passed through "The Three Twins" and "The Pink Lady"; flashed for a time among "The Ziegfeld Follies" and then won notable success in dancing at the Beaux Arts.

Suddenly she was missing. Smart folk who appreciated her asked in vain for her. "She isn't well; she cannot dance now," was all they could learn.

As a matter of fact, the veil of dread that had hung above her since she was two years old had fallen. She was going blind.

"How long will it take, doctor?" she calmly inquired of one medical attendant after another.

"One does not know. It may be a few weeks, or months—hardly a year. Why do you ask?" they answered.

"Because," she said, serenely, "when that time comes I shall kill myself."

But the words of one physician, less final in his judgment than the others, echoed in her memory.

"You are tired, nervous, overworked. Rest may do a great deal for you."

She went to England. She sought out a little unfashionable inn. She walked every day until she was tired in the green lanes. Staid country folk, passing, looked curiously at the young girl sitting or walking with closed eyes.

For five months she had awakened



each morning in the dark. The brightest sunlight had become as twilight to her. Yet one morning she saw a sunbeam lying across the carpet. She flung her arms above her head and danced. Hope was born again in her heart.

True, she bumped painfully against the edge of a table. She could not see well, but she could see better than she had. One day she met a friend from America.

"Run up to London and spend a few days," he advised. That evening she danced at Cirro's. Manager Macdonald, who was about to offer "Half Past Eight" to cheer English audiences, saw her. "We need her here," he said.

Miss Adams felt uncertain of her steps that night at the opening of "Half Past Eight." At first she was sick with fright. The old sensation of groping returned. But she swung into the rhythm of the dance and forgot all else.

The next morning every newspaper in London praised her. Miss Adams had achieved fame overnight.

One mark only of her ordeals remains. Her hair has become the color of silver.

"I can't read," she says. "I keep a companion for that. But the danger of blindness is quite gone. My advice to girls who are in the slough of despair is, 'Drive out fear. Claim what is your right—happiness. Call in your Yankee girl.'"

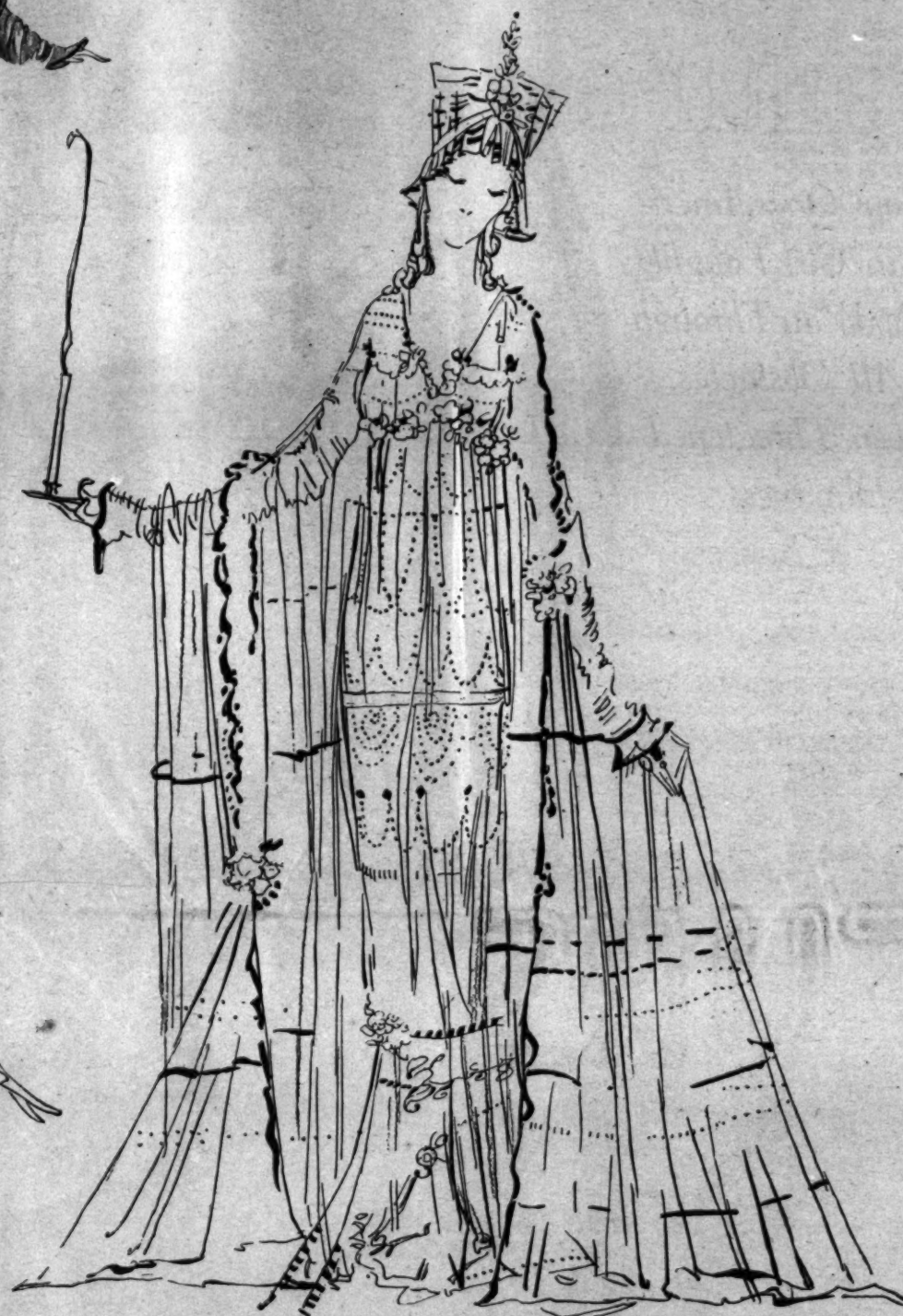
Lady Duff Gordon's New Fall Fashions



A Morning Suit of English Tweed,
with the New Wide Sleeves
("Lucile" Model)



A Gown of Gray Chiffon Velvet,
with Gray Organdie Sleeves
in the New Mode
("Lucile" Model)



A Boudoir Robe of Flesh-Color Gauze, with Coat of Chiffon
("Lucile" Model)

A Tea Dress
of
Brilliant
Green
Velvet,
Illustrating
the New
Silhouette.
The
Coat of
Black
and Gold
Brocade
Chiffon
("Lucile"
Model)



LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("LUCILE")

I PROMISED you last week to show some of my new Fall models. And here they are—only a quartette out of many, but each one showing some of the distinct new trends. They might almost be called "Morning," "Afternoon," "Evening" and "Night."

Up in the left-hand corner is "Morning." This is a suit for young girls, of English tweed. Its facings and trimmings are of emerald satin and black satin. You will notice that the skirts are longer. But particularly note the long, wide sleeves, with the cuffs covering the hands. These sleeves open up along the inside, somewhat in kimono style. Note, too, the collar and the belt. The hat is frankly Spanish. Its inspiration is the cap of the matador, and the little inner cap, of green silk, covers the hair in just the same way as it does the head of the bull-fighter.

In the centre, at the top, is another dress for, perhaps, the afternoon. Here is a new sleeve, too. But instead of the wide flares of the one I have just described, the sleeves taper gently to the wrist and

then flare out in a flower-like form over the hands. This dress is of gray chiffon, velvet, gray organdie sleeves and bodice. The girdle is of salmon and green and silver. The ruchings are of organdie and gray fox fur.

The large figure is a tea dress of brilliant green velvet. Here again we see the wide sleeves. And here is the new silhouette shown to perfection. I am tired of the short skirts, which are neither pretty nor, I think, in good taste, except on young girls. Here is the gracious fullness of the best of one of the most wonderful eras of fashion. The coat is of black and gold brocade chiffon. In the girdle and headpiece are vermillion, cerise, citron and royal blue.

And last is this charming boudoir robe, all of flesh-color gauze. Bits of lace and eyelet embroideries and brilliant flowers embellish it and its coat of chiffon.

Here, if you will analyze these models, you will find, I hope, much to admire and certainly much that is new.



New Things Every Woman Ought to Know



How Clever Women Are Saving Other Women Work

ON this page last Sunday were described a number of new and useful inventions for saving time, labor and expense in the household. These were remarkable not only for the ingenuity displayed in them, but because they all were suggested and perfected by women. Here are some new ideas which woman's brains have evolved with a view to lightening their own work and that of other women.

A NOTHER woman's idea is the "home-made shower-bath," which is likely to be specially valuable in a home where there are many children.

Take a two-gallon tin bucket, punch a hole in the bottom, and solder in the opening a piece of metal piping 2 inches long. Attach to the pipe a four-foot length of rubber tube, with a sprayer from a garden watering-pot on the end.

Tie to the handle of the bucket a piece of rope, and run the latter through a staple driven into a wall at suitable height, thus making a pulley by which the bucket can be raised or lowered to meet the convenience of the person using the shower. Drive a hook below the staple, so that the rope can be fastened to it to hold the bucket in place.

A good-sized tin tub placed beneath the bucket will serve for the child or other person to stand in. To cut off the water, a clothespin pinched onto the rubber tube will do.

In a Parlous State.

A wealthy banker was dining in a restaurant on the very spartan diet of bread and milk. "What's the matter?" inquired a friend. "Got dyspepsia." "Don't you enjoy your meals?" "Enjoy my meals!" said the indignant dyspeptic. "My meals are merely guide posts to take medicine before or after!"

Where He Learned.

"Why, Willie, I'm surprised to hear you use such language. You have been playing with those naughty boys again, haven't you?" "Truly I haven't, mamma. I was just over to Tommy Brown's house playing with the parrot his uncle sent him from abroad."

A Matter of Thanks.

"Will you let me of this afternoon, sir?" asked the clerk of his manager. "My wife wants me to beat some carpets." "Couldn't possibly do it!" said the manager. The clerk turned joyfully to his work, saying, "Thank you, sir! Thank you a thousand times!"

A Ready Reply.

An English traveller was being driven around Killarney. It was a hot day and the traveller gave the "Jarvey" a drink at a wayside inn. "Well," he asked, "has that made another man of you, Pat?" "Faith, and it has, sir," answered the Irishman. "And he's thirsty, too!"

The cost of the shower-bath will be as follows:

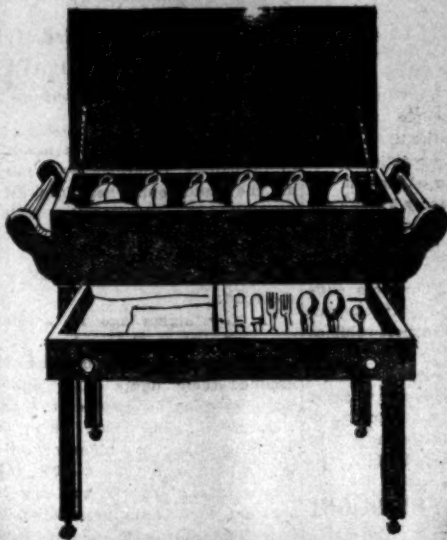
2-gallon tin bucket.....\$0.15
12 feet of rope......07
Rubber tube and nozzle......65
Piece of piping......10
Tin tub......75
Pulley......10
Clothespin......01
White paint......15

Total.....\$1.98
Now for the more ambitious woman's invention—the "china closet, serving-table and roller tray-wagon, all in one." Expensive? Not so very. Any reasonably smart woman can make the contrivance for \$1.05.

To begin with, she should take a drygoods box with bottom dimensions of, say, 30 by 16 inches—it ought to be about that big—and cut it down to a height of only 5 inches. This gives her a tray which she can mount on four legs from an old and worn-out table.

The tray, thus mounted, must have a lid or top, to lift on hinges, and with straps or small chains to keep the lid from falling back too far when opened.

Beneath the tray should be fitted a shallow drawer. This is the only



Another Woman's Useful Invention—a China Closet, Dinner Wagon and Serving Tray Combined.

real difficulty. It is not everybody that can make a neatly-fitting drawer; but a good hard try will almost surely solve the problem. When this is accomplished, and rollers are attached to the four legs, the thing is done. The tray on top is the "serving compartment," affording space for dishes enough for

a meal for six persons—screw-hooks around the sides (inside) doing duty for the hanging of cups.

The drawer beneath is divided by a half-inch strip into two compartments, one for linen and the other for silver. The compartment for silver may be lined with blue outing flannel, which is cheaper than felt and serves the purpose equally well.

The drawer should have knobs on both sides, so as to be pulled out either way. Spools cut in halves will do for knobs. If desired a pair of old rubber-tired wheels from a toy wagon or a discarded baby-coach may be used in place of rollers. They are better, because the tray, mounted on them, moves noiselessly.

Solled dishes, transferred from the table to the tray, are wheeled out to the kitchen, washed and put back in the tray with one handling only.

The lid is put down, the tray is rolled back into the dining-room, and the dishes are all ready for the next setting of the table. It is not necessary to put the dishes away, because they are protected from dust when the tray-top is down.

With a small dolly and a vase of flowers, the contrivance makes an

attractive piece of furniture. Its cost:

Drygoods box.....\$0.25
1 yard blue outing flannel.....10
1 remnant white oilcloth.....15
2 hinges.....10
4 rollers.....15
1 can mahogany stain.....30

Total.....\$1.05

Another woman's idea is the "dustless mop." It is for painted or polished floors, and the beginning of it is a worn-out broom, divested of its straw, and with an old stocking fastened over the once-business end. The legs of other old

stockings are then cut to 12-inch lengths and slashed into strips an inch wide, up to within a couple of inches of the tops. These are sewn to the covering of the broom-end, around and around in rows an inch apart, until the mop is of the desired thickness.

The mop thus made must be dipped into a mixture of one cup of coal-oil and half a cup of paraffin, and allowed to dry. It may be kept moist by rolling tightly and pressing it into a paper bag. No cost is reckoned, because it is made out of worn-out things.

Highly recommended by its woman inventor as a "step-saver"

is the folding ironing-board. It is hinged to the wall, so as to be all ways in place and ready for use. When not in use it is hooked up against the wall, out of the way. It is provided with a single leg, which, hinged to the board, falls flat against the latter when the board is hooked up in the way described.

The board should be made of well-seasoned plank, 1 1/2 inches thick. It should be 57 inches long (rounded at the free end), 15 inches wide at the attached end, and 10 1/2 inches wide at the free end. The hinges for its attachment to the wall should be 33 inches from the floor.

Economical Menus for the Week

THE vital part of all living tissue is proteid and every cell of the body requires a constant supply of proteid material in order to do its work.

But an exclusively proteid diet would be very undesirable, for foods of this type are not entirely burned up in the body as are sugars, starches and fats.

In these menus proteids and the other food materials are combined in the proportions which science has found to be best for the human body's health.

MONDAY	TUESDAY	WEDNESDAY
<i>Breakfast</i> Barley Jelly Thin Cream Broiled Bacon Baked Potatoes Currant Buns Coffee	<i>Breakfast</i> Milk Wheat Cereal and Cream Green Corn Griddlecakes Toast Coffee	<i>Breakfast</i> Cereal with Dates and Cream Cheese and Egg Omelet Yeast Rolls Coffee
<i>Lunch</i> Creamed Celery au Gratin Popovers Cocoa	<i>Lunch</i> Clam Chowder Blackberry Pie Tea	<i>Lunch</i> Stewed Lima Beans Baking Powder Biscuits Apple Pie
<i>Dinner</i> Watermelon Cubes Meat Pie Chantilly Potatoes Egg Plant Tomato Salad French Dressing Cheese Slices Apple Dumplings Coffee	<i>Dinner</i> Tomato Consomme Broiled Chops Glazed Sweet Potatoes Creamed Silver Skin Onions Lettuce with Roquefort Cheese Balls Boiled Custard Coffee	<i>Dinner</i> Clear Soup with Noodles Boiled Ham Spinach Fried Potatoes String Bean Salad Wafers Peach Cottage Pudding Foamy Sauce Coffee

THURSDAY
<i>Breakfast</i> Baked Apples Cream Scrambled Eggs Biscuits Coffee
<i>Lunch</i> Fried Dried Beef Stewed Tomatoes Bread and Butter Sliced Peaches Tea
<i>Dinner</i> Roasted Hamburg Steak Maitre d'Hotel Potatoes Mashed Squash Cucumber Boats Caramel Bread Pudding Coffee

FRIDAY
<i>Breakfast</i> Muskmelon Cereal with Cream Eggs Poached in Milk Buttered Toast Coffee
<i>Lunch</i> Corn Custard Beaten Biscuits Prunes Stuffed with Nuts Cocoa Cream
<i>Dinner</i> Cauliflower Soup Boiled Fresh Cod with Shrimp Sauce Mashed Potatoes Vegetable Salad Wine Jelly Coffee

SATURDAY
<i>Breakfast</i> Blackberries Cereal with Cream French Omelet Tomato Sauce Yeast Rolls Coffee
<i>Lunch</i> Cream of Celery Sauce Dutch Apple Cake Lemonade Apple Balls
<i>Dinner</i> Stuffed Leg of Veal Brown Gravy Mashed Potatoes Spinach Lettuce, Mayonnaise Dressing Peach Fritters Fruit Sauce Coffee

SUNDAY
<i>Breakfast</i> Oranges Oatmeal with Milk Dried Beef in Cream Sauce White Hashed Potatoes Parker House Rolls Coffee
<i>Dinner</i> Fried Chicken, Cream Sauce Hominy Sweet Potatoes Cauliflower Celery and Red Pepper Salad Peach Ice Cream Coffee
<i>Supper</i> Cream Cheese and Boston Brown Bread Sandwiches Waldorf Salad Doughnuts Iced Tea

FURS

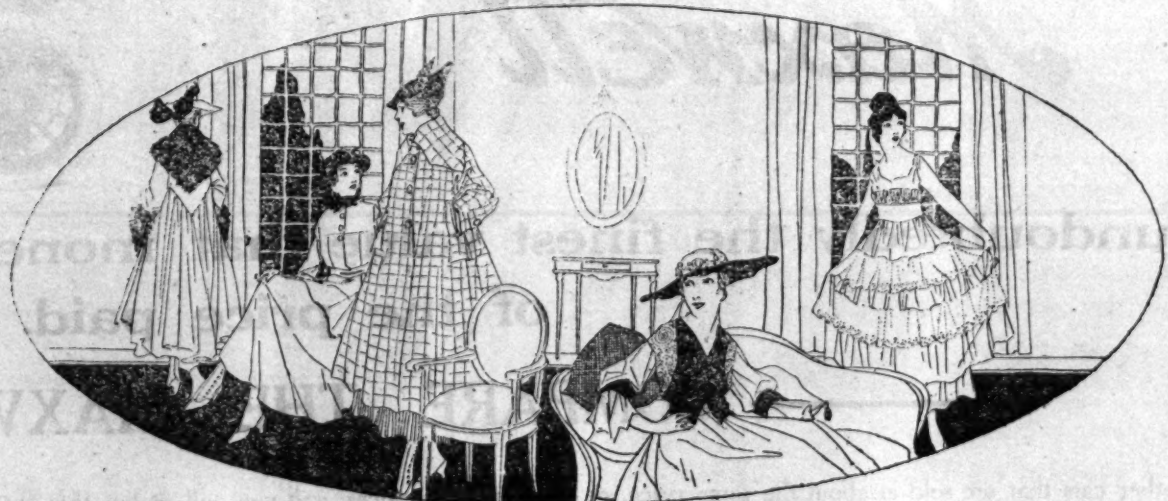


of all
descriptions.

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FUR COATS

FUR SETS



AFTERNOON AND EVENING DRESSES

Large Consignments
have just been received

Our stock in all the above lines is made up of the
very latest styles and cannot be equalled in Shanghai.



H A T S

AUTOMOBILE NEWS

SHANGHAI, SUNDAY, OCTOBER 22, 1916

FINE TYPE OF ARMY TRUCK IS DEVELOPED

Expert Describes Motor Now In Use That Goes Over All Roads

By Henry Farrington
(Member of American Society of Automobile Engineers)

Adequate transportation preparedness, according to the terse definition of the officers of the United States military forces, lies in the possession of a sufficient number of motor trucks that will go anywhere a four-mule army escort wagon will go.

It is only during the last four years that the United States military officers have been permitted to make extensive tests with motor trucks under army service conditions. In the summer of 1912, the quarter-master corps made a run from Dubuque, Ia., to Sparta, Wis., using a number of motor trucks of various makes and load-carrying capacities. The outstanding feature of this experiment was that a rear-drive truck with an ordinary type of differential was very efficient on good roads, but was unable to travel through hub-deep mud and sand and over steep grades and rough country. It also developed that on average American roads and over roadless the most useful size of motor truck is one that will carry from one and one-half to two tons.

Further military experiments for a period of two years following the 1912 test showed that a motor truck to be of real service in military operation should, if possible, possess the following features: 1. Good ground clearance. 2. Provision in front and rear for towing purposes. 3. Provision for quickly applying non-skid chains, especially when the vehicle is deep

down in the mud and it is impossible to get at the lower part of the wheels. 4. Power applied to all four wheels. 5. A positive non-slipping drive to each wheel. 6. Unusually powerful brakes, preferably applied to all four wheels. 7. Steering on all four wheels, so that the rear wheels will track with the front wheels. 8. Standard tread of fifty-six inches, so that the motor truck can run in the tracks of a horse wagon on country roads. 9. Single tires of the same size front and rear. 10. Four-speed transmission. 11. A large and easily filled gasoline tank. 12. Drain cocks on the radiator, and on the water-jacket of the motor. 13. Standardized spark plugs, carburetor, magneto, etc., so that these accessories can be readily interchangeable from one truck to another. 14. A forced system of cooling water circulation. 15. Standardization and interchangeability of all parts, with as much duplication of parts as possible, to minimize problems of repair and replacement.

There were a lot of other minor details that came up for consideration, but these were most important. It took years of study, even previous to the year 1912, and continued almost up to date, to develop these essentials for the perfect military motor truck. But the experience of the Boer war in South Africa, when military motor trucks were used for the first time in actual warfare, through the two Balkan wars, when motor trucks began to be used on a fairly extensive scale, all through the present European war and also in the Haitian and Mexican expeditions, showed that for efficient and uninterrupted service under all kinds of road and weather conditions a truck possessing the above features was absolutely necessary.

In the military transportation service there are two separate and distinct phases: One, transportation

on good roads; two, transportation on bad roads and over more or less roadless territory traversed by numerous bodies of troops, rutted by hundreds or thousands of vehicles and possibly damaged by artillery fire. The first kind of transportation, over good roads, is little, if any, different from the haulage in the commercial world in times of peace; so this phase of the subject can be dismissed as far as the present discussion is concerned. It is on the bad roads, damaged by heavy vehicles of all kinds and sometimes by shell fire, that most of the troubles of motor trucks in military service have occurred.

A type of motor truck peculiarly fitted to the operating conditions that arise in active army service has been developed in America, and up to date nearly 4,000 of these vehicles have been placed in service in all parts of the world during the past two years. This truck drives, brakes and steers on all four wheels and combines the quality of performance demanded in the laconic definition of Uncle Sam's army officers, with the more detailed requirements which have been shown so necessary by the lessons of active service in the European war and in the Haitian and Mexican military expeditions. Its ground clearance is unusually large. It has power applied to all four wheels, and by the use of automatic locking differentials the drive is positive to each wheel. In other words, it will continue to move as any three, two, or one of its road wheels can get a grip on the road surface. The gauge of the wheels is the standard fifty-six-inch wagon tread, so that it can run in the ruts of the ordinary army wagon. The tires are thirty-six by five-inch solid rubber front and rear and are interchangeable one with another. The four-wheel steer feature causes the rear tires to track perfectly with the front tires 'n making a curve, so

that only one track is broken instead of two, in muddy and sandy roads. All of the other essential qualifications and more are combined in the design and manufacture of this remarkable vehicle.

The expedition of the United States military forces in the island republic of Haiti, W. L., was a more important operation than most people know. It was overshadowed at the time by the greater military operations in Europe. As a matter of fact, in one battle the American army killed over 800 of the Haitian insurgents. The roads in Haiti are as bad as or worse than any that can be found in this country. The expedition was supported by a fleet of fifteen trucks and these were the only transport vehicles used. They proved themselves to be efficient substitutes for the conventional four-mule army escort wagons, and were called upon to do many things that the mule teams would have been totally unable to do.

DRIVES CATTLE BY HEADLIGHT

Harry Sage, a Stockton, Ill., dealer in cattle, reports that he drives his cattle by means of his motor car. During the very hot weather of this Summer he decided to drive his stock at night in order to avoid heat prostrations. Turning on his headlight, he reports, he was able to drive the herd successfully, the highway being brilliantly illuminated and the cattle following the road with loss straying than was possible in the daytime.

ROUTE TO MONTREAL

"The Scenic Motorway," featuring Montreal, Canada, Berkshires, and Adirondacks, Green and White Mountains, New England coast and the Mohawk Trail, is the name of a booklet recently published by Harry MacNair of 8 West Fortieth Street, New York.

LIGHTS FOR HALF OF ROAD ADVOCATED

Motorist Who Has Tried This Adjustment Proposes It As a Solution of Glare Problem

In the following letter a motorist of Tappan, N. Y., proposes a solution of the automobile headlight glare problem by adjusting the sectors vertically on the inner side of the headlight so that the light of each car would illuminate only one-half of the road:

"A few nights ago an accident occurred on a road near here. Two automobiles were approaching and dimmed their lights. Two persons walking along the side of the road were struck, one being killed, the result of changing suddenly from a bright light to darkness. The road was wide and straight, and such an accident might seem inexcusable, but it is what the most careful driver must be prepared for under present lighting methods.

"I took my car out on this road to experiment with my lights and see if they could not be adjusted so as to give me enough light and yet not blind the occupants of approaching cars. In doing this I hit upon a method which, if universally adopted, would completely solve the light problem. As it is absurdly simple and costs nothing, it seems as if it would be made compulsory if it were understood. For this reason I am writing at such length.

"The principle involved is, that each automobile shall light but one-half of the road. To adjust electric lamps to produce this effect it is necessary only to cover the bulbs on the inner side.

"At first an uncanny sensation is produced when driving with such

lights. The ditch, telegraph poles, fences and trees at the right are brilliantly lighted, but everything to the left of the center of the road is dark. This causes one to keep well to the right, as the right edge of the road acts as a guide. The practical effect is to prevent 'hogging' the road.

"I have met and passed automobile moving vans, horse-drawn vehicles and pedestrians without throwing any light on them when they were on their proper side of the road. By their keeping well to their side of the road they can keep out of the area of illumination. To eight the left side of the road momentarily a slight turn of the steering wheel is all that is necessary. Pedestrians that are overtaken have their backs to the light and are not affected.

"There is no danger of a collision from this method of lighting, for nothing can be run into which is not in the lighted area."

WANTED---100,000 AUTOS

Mississippi Centennial Celebration Plans to Attract Motorists

A Mississippi centennial celebration will be held from December, 1917, to April, 1918. The Director General gives notice that about \$1,000,000 will be invested in the event, and that the exposition is ready to co-operate in a good roads campaign throughout the South in the hope of bringing 100,000 automobiles to the Mississippi Gulf Coast during the celebration. He asks for the co-operation of the automobile industry through the National Chamber of Commerce and for suggestions regarding how to make this the greatest good roads and automobile event of the South.

Tour America For Study Of Roads

Auto Trip From State Capital To State Capital Till Country Is Covered

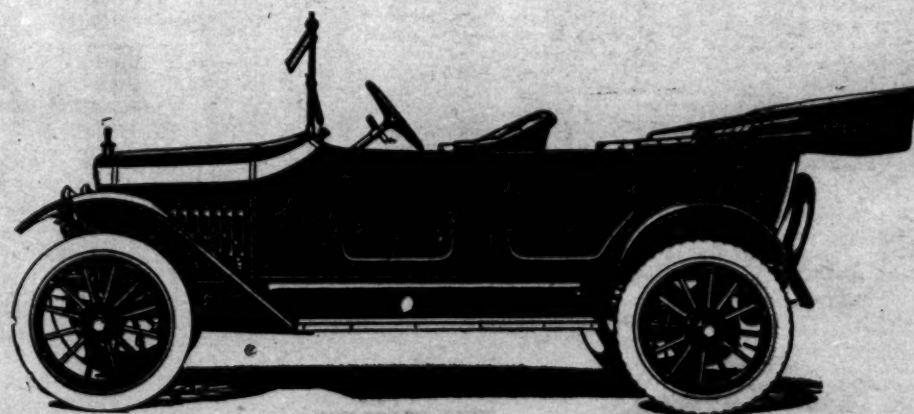
Washington, September 10.—The automobile tour from State capital to State capital in the interest of good roads which J. Walter Drake arranged started from Washington recently. Approximately 30,000 miles will be covered, and every State will be visited, with the capital the objective point in each. A record of the condition of the roads traversed will be taken by means of photographs and moving pictures. These will be used in the campaign for better roads. A written record of the trip will also be made. The first capital visited was Baltimore. From Annapolis the party carried a letter from Governor Harrington of Maryland to Harrisburg, Penn., to Governor Brumbaugh of Pennsylvania. After the capitals of Delaware, New Jersey, New York, and those of the New England States are visited the itinerary then carries the party westward by a northern route which continues clear to Seattle. From Seattle a swing southward takes in the Pacific Coast as far as Los Angeles and back to San Francisco, where a swing east is made again by way of Carson City, Ogden, Salt Lake City, Cheyenne, to Denver.

Another swing southward takes the party to Santa Fe and over to Phoenix. From Phoenix a southern jaunt is necessary by way of El Paso and San Antonio to reach Austin, the capital of Texas. The route then zigzags north and south, taking in the Southern capitals until it finally comes up to the Carolinas, to Richmond, and back again to Washington. A Hupmobile is being used for the trip.

J. S. Patterson, formerly at the head of the automobile department of a New York newspaper, has charge of the trip. The car is driven by C. E. Salisbury and George Lips, both of Detroit. The fourth member of the party will be E. A. Krohn of New York, the photographer.

The 1916

Maxwell



is undoubtedly the finest value that money can buy, irrespective of the price paid.

COMPARE THE MAXWELL

with other cars that are sold at about the same price, or even at higher prices, and you will realize that there is no car of its rating more COMFORTABLE to ride in, more POWERFUL, more RESPONSIVE TO CONTROL, more RAPID IN ACCELERATION, and having a more UP-TO-DATE EQUIPMENT.

The Car of Lowest "First-Cost"

There has been to date no real full five-passenger automobile, with electric starter, electric lights, sliding gear transmission, high-tension magneto, demountable rims, elliptic type springs, "One-Man" khaki hood, and every other feature found in high-priced cars, to sell at so low a price as the Maxwell.

The Car of Lowest "After-Cost"

The Maxwell is lowering all economy records for:

- 1st—Miles per set of tyres.
- 2nd—Miles per gallon of petrol.
- 3rd—Miles per quart of lubricating oil.
- 4th—Lowest year-in-and-year-out repair bills.

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Telephone 1159.

HUDSON SUPER-SIX SETS RUNNING RECORD

Ralph Mulford Drives Hudson
1,819 Miles in 24 Hours
At Sheephead

A Hudson Super-Six stock chassis, driven by Ralph Mulford, on May 2, broke all twenty-four hours travel records on land, sea or air. Mulford drove his car 1,819 miles on the Sheephead Bay Speedway for an average of 75.79 miles an hour. The only time he left the car was to replenish it with gasoline and oil every 150 miles and once or twice to make some changes in the car's spark plugs.

The object of the test was to beat the twenty-four hour record of 1,681 miles made by S. P. Edge, nearly nine years ago, on the Brooklands track in England in an English six-cylinder Napier car.

The car used by Mulford was the same one in which he covered a mile in 35.11 seconds, or at the rate of 102.22 miles per hour, at Ormond Beach a few weeks ago.

The trial was official, as it was sanctioned by the American Automobile Association, and their representatives acted as timers and judges. There is little question but that the record will be formally approved by the contest board at the next meeting.

Incidentally, Mulford's was the fastest sustained long distance flight made by man on air, land or water. Mulford started his test at 6.04.46 Monday evening and at the end of the first hour had covered seventy-seven miles. All through the night he drove by the aid of his car's own electric system, assisted by the searchlights of some touring cars placed on the turns. He averaged about seventy-seven miles an hour, about eleven miles an hour faster than Edge's time.

Mulford would have averaged eighty miles an hour but for the fact that Assistant Sales Manager Ripplingville, who was handling the trial for the Hudson factory, insisted that he stop every 150 miles for gasoline and oil.

Yosemite Record Again Disturbed

Buick Little Six Beats The Running Time From Los Angeles To Park

Yosemite, September 15.—Bringing to a sensational climax a year of record accomplishments, a Buick "little six" this week came into Yosemite valley with three remarkable feats to its credit. Starting from sea level at Ocean Park with the ignition locked and soldered, this car from the Howard Automobile Company of Los Angeles traveled through the terrific heat of the desert into the cold heights of the Sierra without a motor stop in the twenty hours and eighteen minutes running time. A lay-over for rest for the crew at Bishop brought the total running time of the motor up to thirty-three hours and eighteen minutes.

With only the intention of giving the motor the most severe test ever undertaken in a run of this kind, the Buick, in addition, made a running record for the distance despite the fact that the driver, Harry Hazleton, never exceeded a speed of thirty-five miles. This meant that a remarkably consistent average of travel was maintained throughout despite the varied condition which ranged from boulevard to simmering desert and 31 per cent mountain grades.

With the Toga record and the nonstop performance safely tucked away, the Buick slid on down into the valley for an additional record into the floor of the park by the way of Owens valley. And all of this strenuous going was negotiated without as much as a carburetor adjustment, despite the wide change in altitude and temperatures, which ranged from heavy frost to 135 degrees, as shown by a thermometer hanging on the windshield when the climb was made through Jawbone canon, near the famous siphon on the Los Angeles aqueduct.

Motor Car Becoming Teacher Of Geography

Turns Country Moving Picture Whose Beauties And Wonders Unroll Panorama

By Garrett P. Service

As a teacher of geography the automobile is unrivaled. It carries you so quickly from place to place, and so victoriously up commanding hills which seemed unconquerable in the old days of panting horses, that it turns the country into a moving picture, whose beauties and wonders unroll in an endless panorama before your eyes.

Formerly the farmer, if he had a spanking team, could give his family, during a holiday's ride, a fair view of a portion of the township, five or ten miles square, in which they lived. Now, with his auto, he can take them over the whole county, and far away into adjoining counties, showing them an area of the earth large enough to make a very respectable telescope patch as seen from the moon.

And during such trips the aspect of the country seems completely changed, while the relations of the various parts to one another become evident. The courses of the streams, the intersections of the ranges of hills, the lie of the valleys, the nesting places of villages, the pockets of corn, the sheltered expanses of wheat land, the favored sites for orchards, the green valleys where the elms grow old and lofty, and the breezy heights where the squirrels play among the hickories—all fall into a certain order, the recognition of which is a lesson in practical geography.

And then there are the surprises, which are often very great and delightful. Recently I took a ride around the Mohawk Valley, in New York, starting from Amsterdam, which, unlike its flat namesake in Holland, loves steep streets. We were all natives of the valley and thought that we knew its scenery well. We flew through the township of Florida. I spent my boyhood looking across the brawling Schoharie at the hills of Florida riding occasionally over its roads.

But now I found that I had never known Florida as it is. Seeing it bit by bit, now a little and then a little, had been like getting an idea of a house by examining specimens of its bricks. But the swiftly succeeding views afforded by the auto, like the progressive poses of a cinematograph picture, combined all the details into a harmonious whole, and the township of Florida stood revealed like a beautiful face.

A little way over the border, in Schenectady County, we spun higher and higher, until, through a woods, we shot out on the verge of a hill, where, without any preparation for what was in store, we saw before us, and beneath us, as instantaneously as if a curtain had dropped, the most beautiful, and, in its unexpectedness, the most astonishing landscape that I have ever looked upon—and I have seen some of the world's most famous views.

Considering that this scene lies in one of the oldest inhabited regions of the old State of New York, and is the gift offered to its visitors, not by a mountain, but by a mere hill only some 1,500 feet in height, and clothed to its summit with farms, it doubtless seems extravagant to speak of it as I have done.

All of us in the party had been born almost within sight of the place, but only one had even a dim recollection of having heard of its existence. We had not set out to find it; the auto had brought us to it.

Such a scene cannot be described; one can only mention some of its elements. Nature has a formula for these things, and the first requirement, after a suitable elevation, which need not be very great, is isolation. The hill that I am writing of is a few miles from the village of Mariaville, which itself lies beside a little lake 1,300 feet above sea level. The summit from which the view is obtained rises moderately above all its immediate surroundings. It is a kind of hill-peninsula projecting into an atmospheric ocean, whose bottom,

composed of farm lands, gradually shelves down deeper and deeper, and sweeps away on all sides for many miles until it begins to rise again to meet the hills and mountains that form its farther coasts.

Seen through the transparent fluid of the air, slightly blued in the distance, the farms, with their fences, hedges, groves, houses, barns, grain fields, corn fields, white buckwheat fields, stretch away, smaller and smaller to the eye, apparently as numerous as the stars—you would say there was a million of them. In bright sunshine they are rich with color.

Away off in the midst of the middle-ground, perhaps thirty miles from the eye, gleams a little white line—the great marble-columned Education Building in Albany, and close beside it is seen the capitol. Albany itself is a darkish patch. Nearer is Schenectady, big enough to lie on the point of a table-knife. And all around are towns and villages innumerable.

The frame of this marvellous picture is superb. Only in one direction is it cut off by a forest on the hill. It consists of the blue Adirondacks, merging into the Green Mountains of Vermont, with Greylock, the king of Massachusetts' Berkshire, set upon the rim, and continued round through south and west by the beautiful domes of the Catskills and the precipitous and almost grotesque fronts of the Helderbergs. Think of the sunrises and the sunsets and the starry nights on that lone height!

This world-fronting hill is the property of a farmer, a farmer who is also a scholar and a gentleman. No king has such a home as he! No king would respect it as he does. A king possessing that hill would put a palace on it. A multimillionaire would try to improve it with a marble garage built on the plan of a Parthenon. A speculator would erect a great Summer hotel there, and coin shekels out of the wonder. The actual owner has a low, roomy, unpretentious, comfortable farmhouse; only that—and the view. And he has the strength of mind to work his farm!

Lowest Hung Of All Automobiles

New Motor Vehicle With Body Line Only Four Inches From the Ground

The lowest-hung auto to date has just been built. Its body line is four inches from the ground. There are no doors to open, and a chauffeur was put out of consideration by the designer. The control is in the handle bars, and if a new practitioner, in the excitement of chasing about on wheels for the first time, should run over an awe-struck pedestrian, a neat apology would probably be sufficient, as the only effect of coursing over the pedestrian would probably be a vigorous rubber-tire massaging.

The new motor vehicle is called an "autoped," and it is recommended as "an ideal short-distance conveyance." There are already several different makes. This one is put out by the Autoped Company of America of Long Island City. It has a 1-cylinder motor, 1½ horse power, and the speed claimed for it is 20-25 miles an hour.

FIRST STEPS FOR 1917 AUTO SHOWS

All Applications For Space Must Be In By Sept. 30 May Set New Record

Application blanks for space and floor diagrams for the Seventeenth Annual American Automobile Shows have been issued by the National Automobile Chamber of Commerce, Inc. The shows of 1917 are to be held in Grand Central Palace, New York, January 6 to 13, and in the Coliseum and First Regiment Armory, Chicago, January 27 to February 3. Manufacturers are invited by the show management to participate in either or both of these shows, and applications to be considered in the first allotment must be received at the Chamber of Commerce headquarters, 7 East Forty-second Street, New York City not later than next September 30.

It is important, says the management, that those contemplating the purchase of space file their applications prior to the closing date for the first allotment, inasmuch as the demand for space each season has exceeded the supply and numerous exhibitors who have applied late have been unable to secure as much or as well located space as has been desired. The drawings for space in the automobile sections will take place at the offices of the National Automobile Chamber of Commerce on Thursday, October 5. As usual, there will be two department of the automobile section, which, at New York, will include the first and second floors of Grand Central Palace, also wall spaces of the third and fourth floors, and such other space as may be required to supply the applications up to the time of the first allotment.

How To Get Best Tire Results

Amount Of Air Should Be Regulated By Weight Of Car

About three out of every four tires that pass on to the scrap heap are prematurely and needlessly worn out through under-inflation, says a tire expert. In an under-inflated condition the tire is more susceptible to cuts and bruises; rim cuts and fabric blow-outs develop because of the tremendous number of different positions the tire assumes which tend to create internal heat and destroy adhesive qualities of the rubberized fabric.

At the best, the tire is only a container of air on which the car rolls. The amount of air necessary to carry the load is absolutely upon the amount of work that is to be done and the load carried.

The motorist should determine the load for each tire and regulate his air pressure so as to carry that load without injury to the tire. To do this, weigh front and rear of loaded car separately and divide by two, which will give the weight as carried on each wheel.

Now that the weight of load as carried by each wheel is known, determine the air pressure by using the factor given opposite tire size to divide the amount of the load, the result being the pressure obtained:

2-inch tire, divide weight of load by 8.
2½-inch tire, divide weight of load by 10.
3-inch tire, divide weight of load by 12.
3½-inch tire, divide weight of load by 14.
4-inch tire, divide weight of load by 16.
4½-inch tire, divide weight of load by 18.

Example—On a 4-inch tire you will find the load to be 720 pounds. Refer to above table and note that on a 4-inch tire 12 is the factor; 720 pounds divided by 12 equals 60, therefore inflate the tire to 60 pounds air pressure.

As the load carried by the front tires is usually less than on the rear, by using the method as suggested it will be determined that less air pressure is needed.

The ideal load for the best all

around results under average conditions is as follows:

3 -inch tires, 400 pounds.
3½-inch tires, 550 pounds.
4 -inch tires, 735 pounds.
4½-inch tires, 960 pounds.
5 -inch tires, 1,210 pounds.
5½-inch tires, 1,485 pounds.

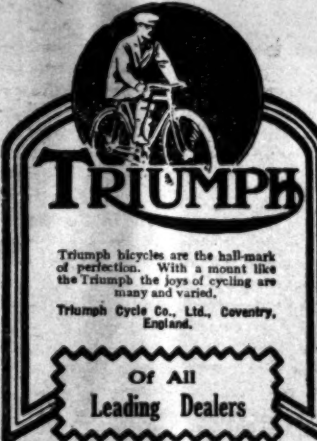
A load heavier than these figures may be carried, but the resulting pressure necessary to get good tire mileage is usually very hard on the car and its occupants.

To obtain best results weigh car as suggested, divide any load by figure given and inflate to that amount. Test air pressure at least once a week.

WAR REDUCES MOTOR TRAFFIC IN LONDON

Census Taken Recently Shows Vehicle Reduction Is Large

A traffic count in London recently is reported by The London Times as follows: Taken on Sunday, June 25—a bright Summer day—as the traffic passed over Putney Bridge during the hours between 9 a.m. and 9 p.m., the census revealed a total number of 7,184 vehicles, comprising 2,514 cycles, ninety horse-drawn vehicles, 1,701 motor and steam omnibuses and motor chare-a-bancs, 408 electric trams, (London County Council), 516 motor cycles, and 1,863 motor cars. It is not quite so large a total as that of the year 1914, due, no doubt, to the influence of the war, but it is greater than that of 1915, taken on a wet day. Of the 1,863 motor cars



Triumph bicycles are the hall-mark of perfection. With a mount like the Triumph the joys of cycling are many and varied.

Triumph Cycle Co., Ltd., Coventry, England.

OF ALL
Leading Dealers

that passed over Putney Bridge on this Sunday, 754 were taxicabs—the highest total yet recorded in eleven years. One thousand one hundred and nine private motor cars crossed the bridge, and of these only 103 contained drivers or passengers in khaki.

In only three out of the 1,109 cars were the blue hospital uniforms observed, but as many of the larger and more luxurious cars were practically empty it may be hoped that a fair proportion were on their way to pick up wounded soldiers.

FEDERAL LORRIES



The World's Carriers

Federal Lorries are operating in almost every country on the globe.

Built in one of the largest factories of the world devoted exclusively to the manufacture of lorries. Federals have earned a world-wide reputation from thousands of satisfied owners.

Federal Lorries are worm-drive exclusively. Made in three sizes—1½ ton, 2 ton, 3½ ton.

FEDERAL MOTOR TRUCK COMPANY

A Company of great financial strength and stability.

DETROIT, MICHIGAN
U. S. A.

Export Department
18 Broadway, New York City, U.S.A.
Cable Address: Lockwood, New York

Awarded the Only Gold Medal at the Panama-Pacific Exposition

TYRES

AT REDUCED PRICES!

We have just received a shipment of
"CONGRESS" TYRES
made by

The McGraw Tire and Rubber Co.
East Palestine, Ohio, U. S. A.

which we are putting on the market
at very favourable rates.

The tyres are adjusted on a
3500 MILES BASIS.

Compare these prices and just
give the tyres a trial:

	NON-SKID COVERS.	RED INNER TUBES.
700 by 85 m/m	Tls. 25.00	7.50
710 " 90 "	" 28.00	7.00
760 " 90 "	" 29.25	7.50
760 " 100 "	" 38.00	8.00
810 " 90 "	" 30.90	8.00
815 " 105 "	" 43.50	11.00
870 " 90 "	" 37.25	9.50
875 " 105 "	" 50.25	11.00
880 " 120 "	" 58.00	14.00
31 by 3½ ins.	Tls. 30.00	8.20
31 " 4 "	" 42.00	10.30
32 " 3½ "	" 30.90	8.50
34 " 4 "	" 51.00	13.00
34 " 4½ "	" 89.00	16.00

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IMPORTANT

★ Star Garage Co. ★

PHONE WEST 197

New Series of Chandler Closed Cars

For Hire

SEVEN-SEATER

\$5.00 Per Hour

125 BUBBLING WELL ROAD.

INDIAN Motor-Cycles:

The following types have arrived and
are now on view:

7 H.-P. with Side-Car, Electric
Light and Starter;
7 H.-P. Heavy-Duty Frame;
5 H.-P. Models.

SOLE AGENTS AND DISTRIBUTORS

for Shanghai and Yangtze Valley.

THE EASTERN GARAGE.

Telephone 1159.

4 Soochow Road.

LIFE PROLONGED BY AUTO, SAYS SPECIALIST

Ills Of Man Are Routed
In Exhilarating
Spins

PROVIDES GENTLE MASSAGE

Is Also Aid To Digestion And
Provides Lungs With
Pure Air

By Edwin F. Bowers, M. D.

Anything that lengthens life and promotes health and happiness while doing so carries its own "WELL-COME" sign, planned to its blouse, and is manna and honey, locusts in the wilderness, and a fair green oasis—all rolled into one.

This, the medical profession have now decided is the status of the automobile. Doctors are recognizing that as a health insurance of the purest ray serene, as a machine for vibrating life into sluggish livers, stamina into lazy stomachs, and activity into atonic alimentary tracts, nothing excels the gentle jouncing of a motor.

The swinging and swaying of the auto, combined with the vibration, constitute an actual gravity massage for the internal organs, which tends materially to relieve constipation, promote a vigorous digestion and increase the assimilation of food.

And it is well known that what ever increases assimilation aids metabolism—which means the conversion of food products into issue and the getting rid of effete material. This, in turn, increases the amount of iron in the system, thereby overcoming anemia and enhancing the oxygen-carrying power of the blood. For, be it known, the life-giving oxygen is carried to all the cells and structures of the body riding serenely on the backs of these little iron molecules in the blood corpuscles.

The muscles of the trunk and abdomen are also constantly exercised by the unconscious effort to maintain the body equilibrium.

One who drives his own machine, however, gets even more exercise out of motoring. For, in addition to the massage and the mechanical vibration, he is constantly exercising the muscles of the arms, shoulders, back and legs, in manipulating the steering gear, and in attending to the brakes. This may not put him in the class where he could dress in a girdle, lean on a big, knobby club, and exhibit a flock of muscles like a basket full of snakes.

But it does tend to give him a pliable, reliable and energetic muscular equipment, the best sort of an emergency equipment for general utility—to say nothing of cultivating courage and self-reliance, and a quickness of perception and action in critical situations—which is of inestimable value in every phase of life.

There is, however, another phase of auto exercise which has not yet been sufficiently enlarged upon. This is in its contrast to the old reliable, back-breaking and heart-hammering "sports"—extolled in song, story, and treasured trophy as the only "fittin" activity for a "regular" fellow, or girl.

As a matter of fact medical men and educators are now everywhere arousing the public as to the pernicious effects of this violent exercise, especially that taken in preparation for and practiced by life insurance statisticians, and the time may come, in the not distant future, when the stroke-car of his crew, the crack tennis player, or the champion five-mile runner will be discriminated against, and put in the same class of bad risks as is the reformed drunkard or the under nourished chap with the tubercular ancestry.

And justly so. For these boys "started something they couldn't finish." They developed an unnaturally large heart and an exaggerated set of blood vessels, indispensable for winning at football, basket ball, or wrestling but of no more use for a "desk job" than a pair of spectacles is to a hen.

Now, nature is a queer old dame, with some very curious notions of economy. So when, after carefully building big masses of heart muscle, calculated to stand stress and strain, she finds that the beneficiary doesn't intend to use it to anything like its capacity, she proceeds to take it away again.

Which would not be so bad, if it didn't frequently result in taking the ex-scholar's life away with it.

For the old lady's way is to produce a degeneration in this excess tissue—this hypertrophy, as we call it—which takes the form of substituting fat for muscle. And when this happens the former pride of the campus is only about four jumps ahead of the undertaker.

Or nature may take a notion into

her head to shrink this tissue, and thus get rid of the excess baggage. She does fairly well with the muscle, for this is capable of considerable contraction, but she can't do a thing with the cartilaginous valve of the heart. So the result is that there is "insufficiency." The valves leak. They permit some of the blood to flow back into the chambers of the heart, from which it should have been completely expelled. Until this defect is "compensated" by the heart muscle growing to fit the leaky valves this ultimately results in "murmurs," dilation, and the general symptoms of "heart disease"—one of the surest and quickest means we know of for terminating life.

Perhaps an automobile may not furnish sufficient excitement and exercise for a red-blooded youth used to being mauled over a wrestling rug, or to be fished, in a condition of collapse, out of a swimming tank. But if a motor trip is combined with frequent little exploring tours, it is quite certain that—between the auto massage and the walking and climbing—one ought not to suffer from muscle idleness.

There is, however, another feature connected with the exhilarating rush of an auto—step-brother to a flying machine—which pleads trumpet-toned for its more universal use. This is what might be termed the forced inhalation of oxygen, produced by the rapid rush through the air bath. There is almost invariably a tendency to breathe more deeply when the act of respiration is made as easy as it is in this form of travel. In this connection it might be interesting to mention that air in motion—for instance, as we would get it when motoring—is more life stimulating and soul sustaining than is "dead," or unperfumed air. Which furnishes also a scientific alibi for the fan—hitherto thought to be only a weapon for the conquering of susceptible masculine hearts.

So oxygen, more especially when it is in the form of a breeze, as furnished the inmates of an auto, aerates the blood, burns up the underoxygenized material accumulated in the tissues, and produces the "punch"—both mental and physical—that results from having the system thoroughly air bathed.

This constitutes the finest tonic in the world—infinite better than anything that could be drunk out of a bottle, or taken in a pill—for relieving melancholia, nervous depression and general debility. These disorders, unless due to specific mental troubles as loss of family, friends or fortune, are most frequently caused by auto-intoxication from intestinal fermentation, and the

lack of tone which invariably accompanies this condition.

For this state of body and mind there is nothing much more sensible and rational than a motor trip—with congenial companionship, the perpetual interest aroused by the close-up view of new scenes, and the mental relaxation that comes from leaving onerous and wearing social and household duties to drift by themselves for a while.

One who drives her own car will be particularly helped by the complete diversion of the mind from everything except the affairs of the moment, and the mechanism of the machine. For no one has yet successfully worried about the delinquencies of Delia, and avoided running over a mush, squealing pig at the same time.

50 Kinds Of Roses

For Autoists' Eyes

50,000 Rose Bushes Now Used
In California Roadside
Gardening

Los Angeles County, Cal. is the American Riviera, and in no way is the visitor more reminded of the beauty of the famous Mediterranean playground than in the treatment of the roadides, says the American Highway Association. There is one broad boulevard where, for eighteen miles, one travels between continuous rose bushes backed with palms or firs. About 50,000 rose bushes of fifty varieties were used in this landscape gardening. In many places the roads wind through orange, lemon, and walnut groves separated from the roadway by masses of rose bushes four to six feet high, which charm the eye and fill the air with fragrance even in December.

This work was done by individuals, but it was so successful that about two years ago a committee was organized to carry on such roadside treatment on a larger scale and in accordance with comprehensive plans. Funds were raised by a direct tax, and the county forestry department was placed in charge of the execution of the project. About two hundred miles of road now have ninety road trellises to the mile of highway. Each trellis is twenty feet long, five feet high, and supports five bushes. Fifty varieties of roses are used, and give an attractive combination of colors. In addition, poppies, petunias and geraniums, which grow luxuriantly in that climate, have also been used along the boulevards, and palms and eucalyptus trees have been set out where necessary to break flat monotony or furnish a background.

While there are few places that have the climate and wealth to make the roadides such charming pictures, a great deal can be done elsewhere, with only a little money and time, to change the neglected frowzy rights-of-way into attractive lanes.

Horse And Auto ☉ By Walt Mason

A year ago I drove a steed, and said, "A horse is better far (although deficient in his speed) than any chugging motor car. A horse is mankind's faithful friend, a thing of spirit, heart and sense, and serves you well till in the end he kicks you through a barbed-wire fence." My wife grew weary of our plug, that often needed whip and goad; "I want a car that goes chug-chug," she said, "and burns the dusty road." The man who wants a peaceful life, with minimum of jolt and jar, will always strive to please his wife—and so I

bought a motor car. The motor car I now indorse, and often wonder how a man can have the nerve to drive a horse, the most distinctive also ran. I meet old Dobbin on the road, and weep with pity for his woes; how grimly, how slow he goes! A million flies are on his legs, his busy tail brings no relief; in every movement Dobbin begs for chloroform, to end his grief. The flies can't bite my motor car, and so I blithely scorch along; no spavins can my pleasure mar, I fill the throbbing air with song.

NEW LAW PROVIDES FOR STRATEGIC HIGHWAYS

By Its Authority Military Road
Along Mexican Border May
Be Constructed

Strategic highways can now be constructed in the United States by authority included in the provisions of the \$5,000,000 federal aid road bill which has just been signed by President Wilson. The first of these highways necessary for military purposes would naturally be the road which parallels the boundary line between the United States and Mexico, and traverses the states of Texas, New Mexico, Arizona, and California.

The cost of construction of these jointly built highways is to be borne 50 per cent by the federal government and 50 per cent by the states. The largest amount allotted to any state is to Texas, by reason of its large area. The other three mentioned states have also a very large allowance. In this connection George C. Diehl, chairman of the

good roads board of the American Automobile association, said:

"There it would be possible to secure out of the appropriations for this year and 1917 over a million and a half of federal monies, which, together with the contributions of the states, would make over three million dollars available for construction of the Mexican frontier highway."

Auto On Grand Island First Tour In History

Ford Agent Solves Problem Of
Getting Cars Over Lake
Superior

A picturesque feature of the recent cruise of the Detroit Board of Commerce, was the first appearance in history of an automobile on Grand Island, Lake Superior. Grand Island is a magnificent rocky island standing out several miles from the coast line of Lake Superior, and was the destination of the Board of Commerce cruisers. The committee on arrangements decided that motor cars would be a great assistance in showing the Detroiters around the island. The next point was how to get them over.

This was solved by the Ford dealer

at the town of Munising, Mich. With a tug and a barge he conveyed eight Ford cars across the expanse of Lake Superior and had them ready for service on Grand Island when the Detroiters arrived.

An operator from the motion pic-

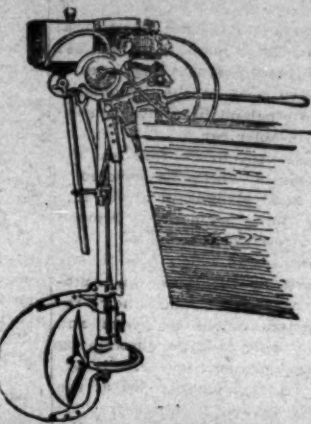
ture department of the Ford Motor Company also accompanied the cruisers and, during the trip, took 1,600 feet of film. A copy of this will be presented to the members of the Detroit Board of Commerce.

NEW MODEL ARCHIMEDES Portable Boat Motor 2 and 5 H.P.

THE ONLY PORTABLE 2-CYLINDER
MOTOR ON THE MARKET

For Business, Sport
and Recreation

May readily be attached to
any round or flat bottom
rowboat, no matter whether
the stern be pointed or
squarecut. It is indisputably
easier to manipulate than a
one-cylinder motor. It is
easier to start, more
powerful, and more re-
liable.



Simple, Strong, Durable, Reliable
Can be attached in two minutes; Automatic Lubrication;
Magneto attachment to fly-wheel; solid brass rudder.

Wm. Katz & Co.,

1a, Jinkee Road
SOLE AGENTS IN CHINA
Demonstrations Given

It is IMPOSSIBLE

to obtain a
BETTER
or a

CHEAPER MOTOR-CAR INSURANCE POLICY

than that issued by

The Excess Insurance Co., Ltd.

Who have already paid over
150 claims to the entire satisfac-
tion of local car-owners

Prospectus from

C. E. SPARKE
INSURANCE OFFICE

44, Kiangse Road. Tel. No. 54

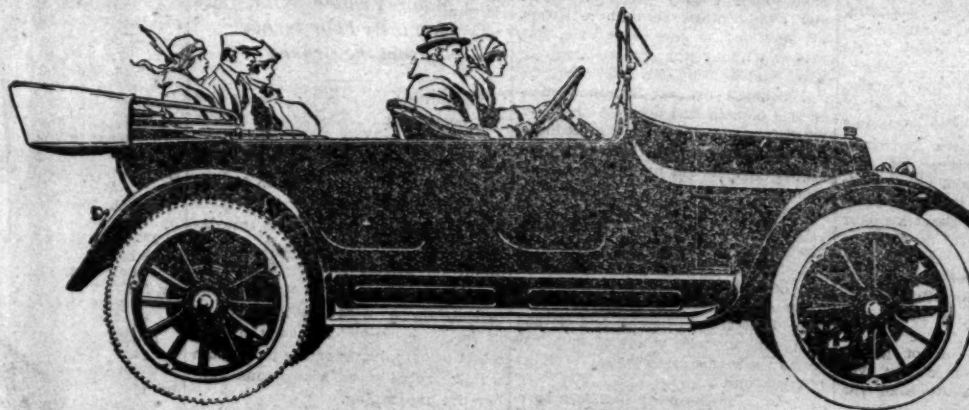
AGENT

Excess Insurance Co., Ltd.,
Whose Assets Exceed £720,000.

Model
75

Overland
Electric Lights
Electric Starter

Model 75 Touring Car Tls. 1,650
Roadster " 1,650



Fine Car Features In This Light Overland

The advantages and conveniences formerly found only on the big, costly cars are now built into this light weight, economical Overland. And it sells at a price within reach of everybody.

On it you find electric starter, electric lights, electric horn, magnetic speedometer—all big car features.

Then, in addition there are the headlight dimmers, electric control buttons on the steering column, demountable rims with one extra, one-man hood—every possible refinement. No extras to buy after you get your car.

And notice the powerful engine—the very latest en bloc, long stroke type. It is smooth-running and efficient—using a minimum amount of fuel.

On no other car sold at anywhere near the price, can you find half of these big advantages.

This light, economical powerful Overland is the sensation of the year.

Ride in it today. We will be glad to demonstrate it for you.

Complete Catalogues on Request from

THE CENTRAL GARAGE Co., Ltd.

2a Jinkee Road.

Shanghai and Hankow

'Phone (3 lines) 3809

The Willys-Overland Company, Toledo, Ohio, U. S. A.
Cable Address—Overlands, Toledo (A. B. C. 5th: General, Western Union and Lieber Codes)

COAST CLUB WAGES WAR ON AUTO THIEVES

Los Angeles Organization Also
Makes Arrangements For
Uniform Rates

Stealing a motor car in southern California is no longer the pleasant and profitable occupation it was a few years ago, according to Carl E. McStay, special representative of the Automobile Club of Southern California, who visited the Denver Motor club yesterday.

The California club has two expert motor sleuths on its payroll. It insures its members against theft. The club recovered 170 stolen machines in the first six months of this year by the direct work of the two detectives and 700 indirectly.

But the club is doing many other things of benefit to the motorist and tourist, according to Mr. McStay. One of these is the publishing of a directory of hotels which are under contract with the motor club to charge only a fixed rate for the club members and visiting motorists. Also, the club has made contracts with garages to prevent the motorist from being overcharged.

Hotels Given Rating

When the club investigates a hotel it is placed on the list as first, second or third class. Then the tourist may choose which class he likes and the management is under contract to furnish accommodations at the contract rate.

The same arrangement is made with the garages and the visiting motorist is assured that he will not be swindled in any way when he breaks down on the road.

The Automobile Club of Southern California is putting signboards over the whole country. In California it has signs along every road and at every crossroad. The counties give help. The club has much to do with the wonderful roads of the coast state and leaves no stone unturned that will make for a betterment of conditions affecting the motorist.

To Install Uniform Signs

The club has spent over \$30,000 on signboards. It is planning more signs, but will revise the work so that the confusing signs will all be removed and one general system that can be relied upon installed over the whole state.

The club has fourteen automobiles going over the state and two trucks in service all the time. There are \$300 members of the club and the first six months of this year saw 140 to 175 visiting tourists at the main office of the club each day asking and receiving information and directions.

Mr. McStay has gone into the southern part of Colorado and the northern part of New Mexico to look over the new road that connects with the Santa Fe trail.

Protect Advertisements By Copyright Law

Cadillac Company Adopts Plan
To Retain Individual
Ideas

Some of the national advertising announcements of the Cadillac Company will bear the significant legend, "Copyright 1916."

This is a development so unusual that the explanation of K. P. Drysdale, advertising manager of the Cadillac Company, will prove of interest to those who study advertising—which means a very considerable portion of the male population of America.

"The Cadillac Company," says Mr. Drysdale, "has consistently endeavored to make its advertising as individual as its manufactured product."

"To that end, we have not hesitated to ignore advertising precedent, to depart from the conventional when conditions seemed to demand such departure, and to establish our own standards of advertising interest and expression."

"Some of these announcements have attracted extraordinary attention. Several of them seem to have been endowed with eternal youth, and have apparently become a permanent part of the business literature of America."

"Thus, the company issued nearly two years ago, an announcement entitled The Penalty of Leadership. Its theme was the reward and the punishment which comes to the man or the manufacturer whose work attracts world-wide attention and is accepted as a standard."

"That advertisement, or business essay, or whatever it might be called, is still circulating round and round the world. It has been read in high schools, discussed in advertising conventions, framed and hung on the walls of hundreds of business institutions—and its theme and very phraseology 'borrowed' by scores of admiring advertisers."

"The same thing happened in the case of another announcement called, The Tribute To Initiative. Meanwhile the advertisements which intervened between these two

INDOOR SPORTS

By Tad



INDOOR SPORTS.
LISTENING TO THE BOYS
SALVE THE BOSS ABOUT
THE OLD TIN CUP HE WON
ON THE LINKS SATURDAY

pieces of 'copy' were serving as models for dozens of other advertisements—Cadillac phraseology, Cadillac ideas and Cadillac principles bobbing up serenely in every direction, wearing other suits of clothes.

"Instances have come to our notice where Cadillac advertisements have been appropriated bodily, with the exception of merely substituting the name of some other article. In other instances, whole paragraphs appropriate only to the Cadillac have been 'cribbed' and applied—most inappropriately—to other cars."

"Latterly, the adaptations have come too swiftly to be comfortable—the 'borrowing' beginning the moment a Cadillac announcement appears in one publication, and before it has gone the rounds of the rest."

"So, however reluctantly, we were compelled to call on such aid as Uncle Sam can render. Phrases which bear the Cadillac ear-mark, ideas peculiarly applicable to the Cadillac, and perhaps no other car, will doubtless continue to make their appearance on all sides."

"But at least we hope to protect and preserve the identity of the announcements as a whole, at least until they have served their primary purpose."

MILLION AND HALF CARS TO BE SOLD DURING 1917

Expert Makes Prediction For
Coming Year For American Business

According to an American motor-sales expert something like 1,500,000 motor cars will be sold in this country during the next twelve months. The expert who is a close student of motor car trade conditions, bases his opinion chiefly upon the growth of general business and the increased interest shown by the agricultural population in popular-priced cars.

If the wheat crops are poor, he says, others are not far from their best recent averages and the buying power of 6,000,000 farm owners is a factor of great importance. While the motor car manufacturers are making new sales records the tire manufacturers expect to reap an even more generous harvest and are steadily increasing their output and enlarging their plants to meet this demand.

AUTO MAKERS INDORSE LIGHT REGULATIONS

Would Eliminate Danger Of
Accidents From Glare
Of Lamps

The National Automobile Chamber of Commerce has endorsed the regulation of automobile headlights in the following recently sent out by the Board of Directors to members of the chamber:

The recommendation of the Society of Automobile Engineers regarding headlight illumination, approved at the general meeting of the society on January 5, has been endorsed by the Board of Directors of the National Automobile Chamber of Commerce.

This recommendation is as follows:

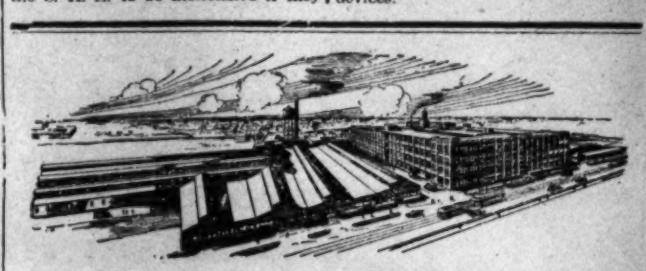
suggests as recommended practice the following for headlight illumination:

Headlights shall be so arranged that no portion of the beam of reflected light, when measured 75 feet or more ahead of the lamps, shall rise above 42 inches from the level surface on which the vehicle stands.

This recommendation has also been endorsed by the Executive Committee of the American Automobile Association and by the Safety First Society of America. It conforms with the State law in Massachusetts and New Jersey, and in effect with that of California, (three of the five States having laws on the subject). It also complies with ordinances in a number of cities. Therefore, it is thought to have good prospect of general adoption.

To make the headlights conform with the recommended practice, it is

necessary only to focus the lamps so as to project a narrow cone or beam of reflected and concentrated rays and tilt the lamps at such an angle that the uppermost reflected rays will be parallel with the level surface of the road. Lamps mounted high, as on some trucks, are considered by the S. A. E. to be inoffensive if they are tilted downward sufficiently to conform with the recommendation.



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They Win Who Have the "Right Thought at Heart"

This is true of automobile manufacturers as well as of nations.

Because it had the purpose always to give buyers of Hupmobiles the largest value for their money, the Hup Motor Car Corporation has made and sold four models in 8 years and has not one failure to record.

Since the Model "20" which circled the globe in 1909, Hupmobile qualities have been world-wide standards of excellence, 60% of the Hupmobiles sold every year are sold to former Hupmobile owners.

This faith in Hupmobiles goodness we think is a tribute to our honesty of purpose.

Brief Hupmobile Specifications

Hupmobile Models: Six-seater, Seven-seater, Eight-seater, sedan, and Five-seater and Four-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke, (24" x 5 1/2"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear Axle: Bevel type, spiral bevel gear, Cam shaft and crank shaft bearings brass shell, ball joint lined. Long wheel base (119" on 2 and Seater, 134" on 7-seater). Tires 480 x 120 m/m or 34" x 4" on 2 and Seater, 520 x 120 m/m or 35" x 4 1/2" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtains; deep upholstery; speedometer; radio; foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colors khaki hood and seat covers at small additional cost over list price of car.

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LIBERAL CONDITIONS AND MODERATE RATES

The Subterrane

Diagram Showing a Plan of the New Subterrane, and Below a Pictorial Sketch Showing How the Deadly Device Will Be Used in Actual Warfare. In the Foreground Are Shown Two of the Mechanical Monsters Ready to Start on Their Errand of Destruction, While a Third One Has Already Burrowed Its Way Into Enemy Territory and Is Depicted in the Act of Exploding. One of the Principal Features of This New Instrument of Death Is the Fact That the First Inkling the Enemy Would Have of Its Arrival Would Be the Cataclysmic Explosion Which It Would Effect. There Is No Possible Means of Defense Against This Mechanical Mole Which Can Bore Its Way Through Earth, Stone and Steel.

**The
Newest,
Deadliest
Engine of
Destruction Which
Cuts Its Way
Through the Ground as
a Submarine Travels
Through the Ocean
and Is Powerful
Enough to Blow Up
a Whole City!**

A REMARKABLE instrument of destruction, which will work its way through the earth just as a torpedo travels through the sea, has been invented by an American engineer and is now being considered by the French Government.

The new device is called the "subterrane." Its sole function is to worm its way into enemy territory and to explode upon arriving at its destination. Nothing ordinarily found in the earth will stop it. It will eat its way through earth, clay, sand, chalk, loose rock, soft stone, bed-rock, concrete and even steel. No fort yet constructed is strong enough to resist this ingenious engine of destruction, for its explosive chamber has a capacity of 400 cubic feet and could carry sufficient explosive to destroy a city.

The subterrane is a mechanical and automatic sapper and miner. In the present conflict, in which trench warfare plays such an important part, the engineering feats of the human sappers and miners, who burrow their way through the earth and explode their mines under enemy positions, have been of enormous value, but they have been attended with great danger. The subterrane will operate on a far more extensive scale without any danger to those who employ it.

The inventor of the device is Clifford P. Marye, a well-known New York engineer. The present war suggested to Mr. Marye that the belligerent who had a means for making rapid progress underground would have a tremendous advantage, and he set about to devise the necessary apparatus. The problem presented was to construct an engine which would propel itself through the earth in the same way as a ship makes its way through water, a submarine under water and an aeroplane through the air.

Mr. Marye considered the development of navigation through sea and air. In both cases, he found, man has simply followed nature.

"In propelling a vessel through water," explained Mr. Marye, "the primitive car simulates the action of the fins of a fish. The subsequent development of the paddle-wheel and the screw propeller were but amplifications of the same basic principle—the fish's fin was converted into a rotary motion by the brain of man.

"It was the same way with the conquest of the air. The first experimenters studied nature's laws and designed machines which simulated the flight of the bird whose native element is the air. Then man improved on his model and enormously outstripped the bird in speed and endurance by making his propulsion rotary.

"In approaching the subject of propulsion underground, bearing in mind what had been done on the water, under the water and through the air, I went to nature for my inspiration. By simulating the propulsive operations of the earth creatures and rendering these propulsive operations in a rotary manner

produced the subterrane."

One of the characteristics of the earth which suggested to Mr. Marye the feasibility of the subterrane is the fact that while in the mass it is more or less rigid and inflexible, when it is analyzed as to its individual particles, it is a most inconstant element. True, it is strong enough to form the foundations of man's most stable work—his bridges, buildings and other structures, but at the same time, it is weak enough to be readily penetrated by such innocuous creatures as worms and other natural denizens of the underground.

While the individual particles which constitute the earth are formidable in the mass, when attacked individually or in small aggregations of individuals they become docile, flexible, even amiable. They yield to scientific treatment and eventually furnish the means by which we are able in the subterrane to use small aggregations of individual particles to penetrate the mass.

Now for a description of the subterrane. It is a torpedo-shaped device forty-two feet long and eight feet in diameter. It is made of steel and weighs forty tons. It travels at a rate of from 5 feet to 100 feet per hour, depending upon the nature of material encountered. No man accompanies it.

Electric power for operating the subterrane is supplied from a power station located anywhere at a convenient distance, probably from some nearby town, through the ordinary means of transmission. At the switchboard, connection is made with a cable which is carried on a drum within the subterrane. This cable is paid out as the subterrane advances. As the cable is paid out it engages a mechanism which registers the forward progress of the device, and this record of progression is electrically indicated on a dial at the switchboard.

On the outside shell of the subterrane are located fins of convenient shape and conformation to prevent the rotation of the device itself. These fins are provided in greater number than are necessary to prevent rotation of the subterrane, because they will be subjected to great stresses and many of them will be torn from the shell as it advances through the mass. If only a few of these remain in place, their purpose will be accomplished.

In a general way, the operation of the Marye subterrane may be described as attacking the earth in individual particles, taking these particles inside itself, digesting them and then evacuating the mass to the rear, using the ejected mass as a wall of resistance against which plungers operate to urge the device forward.

The device is equipped with a number of microphones placed at vital points in its structure. Their purpose is to enlighten the operator, who is watching and controlling the progress of the subterrane, just what is going on, what obstacle it is

encountering and whether any vital part of the machine is laboring at a disadvantage.

To start the subterrane a trench must be made. Into this the device is lowered. After exact location of the point of attack is determined, the subterrane is "aimed" and its motors started. This causes plungers to emerge from the rear of the subterrane, and when contact is established between the face of the plungers and the rear wall of the trench the subterrane moves forward.

At this time the motor actuating the cutting head, the device whose rotation cuts its way through every obstacle is started. The instant the revolving cutting head comes in contact with the forward face of the trench it shreds the mass, which is conveyed as muck through the subterrane itself and deposited to the rear of the machine. This muck is compressed by hydraulic rams and furnishes the necessary resistance to urge the subterrane forward. The various functions of the device are at all times under the control of the operator at the central station, who is advised electrically of what is going on.

While the rate of progress is comparatively slow, as much as half a mile can be covered in a day. The maximum distance the device will travel is not yet known. A minimum of five or six miles is assured. Much depends upon the skill of the engineer in charge, his knowledge of the terrain traversed and the physical conditions encountered.

There is no surface indication of the progress of the subterrane. No explosive or detonator is used in propulsion. Its progress is noiseless. No bore, orifice or tunnel is left behind. It goes into the earth and the earth closes in behind it. It will not operate above ground. If by accident or intention it be operated in the direction of the surface it would completely emerge from the earth and come to rest.

When the subterrane reaches its destination—a fact made known to the operator by a computation of the distance travelled—it is detonated. This, of course, results in the destruction of the device itself, but that would be a trifling loss compared with the damage it would inflict upon the enemy. The first subterrane for use in warfare would cost \$48,000 to construct, but they might be built in numbers for about \$12,000 each.

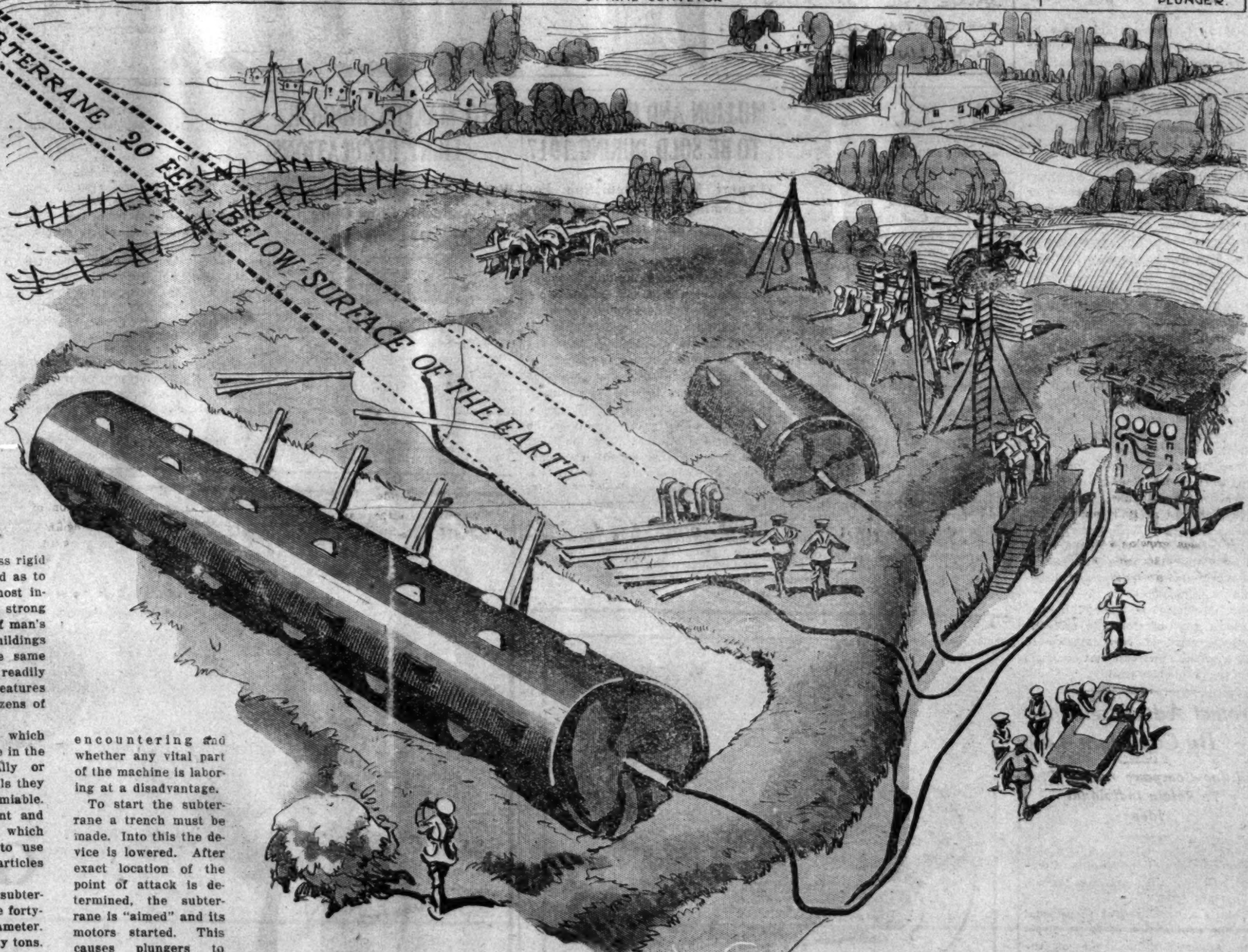
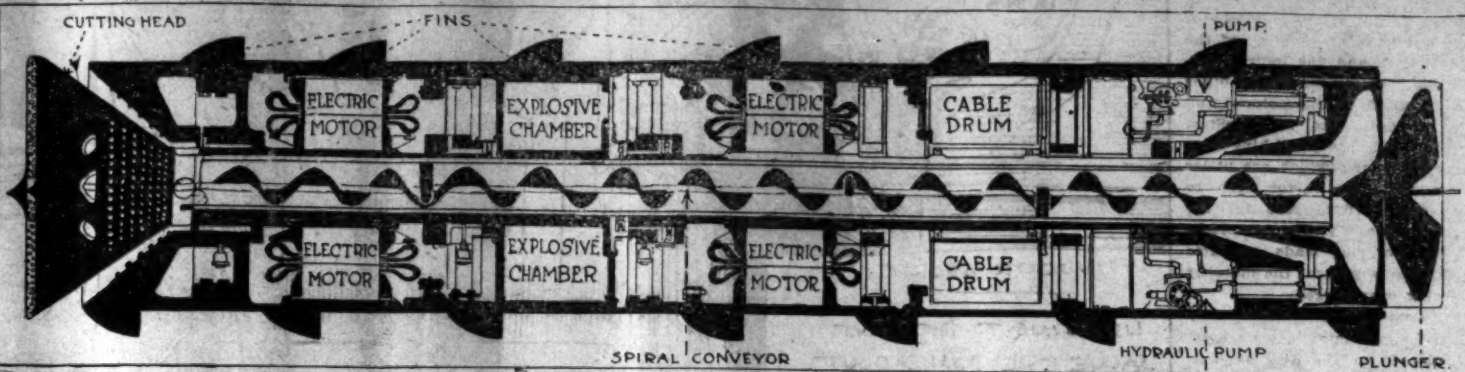
The practical value of the subterrane," declared Mr. Marye, "is that it offers a safe means, so far as its operators are concerned, by which enemy trenches, forts, positions and even cities may be destroyed. This would be done in a manner and by means which would leave the enemy absolutely no method of defense against the attack. The first the enemy would know of the arrival of the subterrane would be the cataclysmic explosion which it would effect.

"Even if the enemy knew operations of the kind were under way there is no known method of defense. Flight alone could save the garrison or the inhabitants of the city attacked.

"Depths can be attained by the subterrane that are not possible by any other method in the time at disposal. There is a limit to the depth at which sappers and miners can operate, but the subterrane may be started on its destructive mission at any depth that may be necessary.

Mr. Marye has made two practical tests of the subterrane. The first occurred on December 13, 1914, when a somewhat crude model was tried in sand. It answered all the expectations of its inventor. An improved model was tried in July, 1916, in the hills of Staten Island, N. Y. It worked its way through sand, earth, clay, impregnated with boulders, loose rock, roots of trees and other natural obstacles. It worked so well that the model was lost after it had traversed some hundred feet.

The subterrane was submitted to the French Government two or three months ago. The Minister of War is now giving it serious consideration, as it is generally realized that its perfection may prove to be a decisive factor in the present European war.



A "Crater" on the French Front Produced by a Mine. The Subterrane's Explosive Force Is Many Times That Which Produced This Enormous Hole.



SHANGHAI, SUNDAY, OCTOBER 22, 1916

T. MAIN AGAIN IS 100 YDS. CHAMP.

By Third Successive Victory At Police Sports He Captures China Press Cup

RODGER WINS THE QUARTER

Paxton, Only 16 Years Old, Takes the Three Mile Bicycle Race

The Police have every reason to be satisfied with the success of their sports meeting at the Race Course, yesterday afternoon and, bearing in mind the difficult conditions under which sports are now run, there were many who said it was a great pity there had been a lapse, for it is quite obvious people want some such event annually.

A study of the program beforehand suggested that the Police had taken on more than could be managed. It certainly did seem an arduous, but the show went off smoother than an engine in an oil-bath. The probable reason was that there is scarcely a policeman here who at one time or another has not actually taken part in athletics and so they knew just what was wanted.

Furthermore, they had two tough veterans in management pulling the main strings—Detective Sergeant Prosser as secretary and Sergeant Leary as his assistant and they put through an amount of work only known fully to themselves. There was not a wait or a hitch anywhere and thirty events were decided between 1.30 and 5 p.m., which is some going.

The China Press Cup for the 100 yards championship has passed to the sole possession of Mr. T. Main, who registered his third win in succession. We don't regret it and, if Shanghai will keep the 100 yards championship alive, there will not be a trophy wanting. Main is a sterling athlete and a highly popular one and we could not wish the prize to a better.

The one regret is that this, his third win, was rather a tame one. The preliminary heats left Main, Rodger and Hamilton all in for the final and tension was great. Rodger, intent on losing nothing in the start, broke the line repeatedly and at last the starters pulled him a yard.

In that they were wrong, for, unless there is a quite recent rule, a man may be pulled off for such an offence, but he cannot be penalized in a scratch championship. Rodger took it like a trump and said that, with Main winning like he eventually did, it was no use making a fuss.

With 25 yards to go, Main looked round, threw up his hands and cantered in well ahead of Rodger, but in the slow time of 11 seconds.

Of the other events, there is not much to be said. Shanghai does not train sufficiently and most of the wins were walkaways. Rodger secured the quarter-mile championship with ridiculous ease.

In the half-mile F. A. Remedios led throughout, but W. R. Morrison came with a fine burst and won by two or three yards.

Remedios was not running on the line, but still did not leave enough room for a man to go through. Morrison could as easily have swerved to the right without losing the race, for there was no-one within a hundred yards, but he squeezed through on the inside and jostled Remedios. This led to some discussion but everything was settled amicably, without a change.

In the police events, there was enthusiasm enough, but little of rivalry and the distinctions were so divided that, on the 3, 2 and one reeling, there was a tie for the grand aggregate, with Hamilton and Adams only scoring four points each.

The best performance in the open handicaps was that of young Paxton, a sixteen-year-old lad from the American School, in the three mile bicycle race. Much was expected of Biggs, from scratch, but, early in the going he was fouled by both the Japanese entrants and quit.

From his 200-yard mark, Paxton ploughed away, riding like an old hand and, amidst great applause, won by more than his start. Rose put up a big sprint for the second place and just rode into it.

Only two teams turned out for the

one-mile international relay and Portugal romped away from America.

A highly popular win with the Police was that of T. McKenna in the one mile open walking handicap. G. Hammer, who made the pace, was obviously all in for the last lap and it was a gift for McKenna, but he went out to show what he could do and came by with a glorious sprint, finishing beat himself and roundly cheered by his comrades.

A feature of the gathering was the spirit of a group of sailors from the United States warships put into it. Shipwork comes first and shipwork lately has been against training, but they struggled gamely for whatever they were entered in and everyone would have liked to see them better rewarded.

The full results follow:

Throwing baseball at object.—1. T. S. Fry; 2. R. W. York; 3. P. Lavelle. Long jump (handicap).—1. H. Rowland (receive 1 ft. 6 ins.) 19 ft. 10 ins.; 2. W. J. Noodt (1 ft.) 19 ft. 3 1/2 ins.; 3. J. Lawson (1 ft.) 18 ft. 3 ins.

Sikh Sack Race.—1. 99; 2. 353; 3. 164.

Chinese Police, 320 yds.—1. 1127; 2. 489; 3. 1050.

Putting 16-lb. shot (handicap).—1. J. O'Toole, 35 1/2 + 3.6, 38 ft. 6 1/2 ins.; 2. C. Hamilton, 33 + 3.6, 36 ft. 6 ins.; 3. A. Macintosh, scratch, 35 ft. 5 ins. 1/4 mile walk (Chinese).—1. 1127; 2. 1121.

One Mile Walk (open handicap).—1. T. McKenna (75 yds.); 2. G. W. Hammer (75 yds.); 3. T. Baptista (75 yds.).

3 Miles Cycle Race (open handicap).—1. J. H. Paxton (200 yds.); 2. W. T. Rose (scratch); 3. A. E. Moyling (150 yds.).—Time, 9m. 26 2/5 secs.

Throwing the discus (open handicap).—1. J. O'Toole 97.3 + 10, 107 ft. 3; 2. A. Macintosh, 96.3 + 6, 102 ft. 3; 3. J. MacKenzie, 95.5, scratch.

100 Yards Shanghai Championship (The China Press Challenge Cup).—1. T. Main (wins trophy outright); 2. H. D. Rodger; 3. H. Rowland.—Time, 11 secs.

Sikh Police boot race.—1. 99; 2. 140; 3. 289.

120 Yards Hurdles (open handicap).—1. C. H. McCloy (owe 7 yds.); 2. C. Hamilton (owe 7); 3. H. Rowland (owe 2).—Time, 19 3/5 secs.

Obstacle Race.—1. F. C. Rice; 2. H. C. Pelling.

1 Mile flat handicap.—1. J. Hunter; 2. R. F. Remedios; 3. F. Madar.—Time, 5m. 57 secs.

120 Yards, Police handicap.—1. J. Adams (12 yards); 2. F. C. Bridger (15 yards); 3. C. Hamilton (scratch).—Time, 13.3.

880 Yards Shanghai Championship.—1. W. R. Morrison; 2. F. A. Remedios; 3. G. Madar.—Time, 2.7 4/5.

440 Yards Shanghai Championship (Bradish Challenge Cup, presented by the Recreation Club).—1. H. D. Rodger; 2. W. J. Noodt; 3. F. Madar.—Time, 54 2/5.

440 Yards Police Championship.—1. C. Hamilton; 2. J. Hunter; 3. J. Adams.—Time, 1m. 6 sec.

Tug-of-War (open).—Sikh Police beat U. S. S. Brooklyn, two straight pulls.

Throwing 16 lb. Hammer (open handicap).—1. T. Foley (scratch), 118 ft. 4 ins.; 2. J. MacKenzie, 107 ft. 4 1/2 ins.; 3. J. O'Toole, 100 + 10, 110 ft.

Tilting the Bucket.—1. H. J. Jefferson and C. Doyle; 2. W. Abbott and D. Ginnane.

International Relay Race (4 men, each 440 yards).—1. Portugal (L. Encarnacao, R. F. and F. A. Remedios, A. Gutierrez); 2. America (H. D. Rodger, A. H. Swan, O. D. Rasmussen, C. H. McCloy).

Tent Pegging and Lemon Cutting.—1. Police Trooper Rock; 2. Sikh P. S. 62; 3. Mr. J. Johnstone.

Costume Race.—T. Brown. Consolation Race (160 yards).—1. Fairbairn; 2. Swan; 3. Pascall.

Donkey Race, in Costume.—1. Sikh P. C. 271; 2. T. Brown.

Clown Prize.—T. Brown.

The draw for the Sweepstake was postponed.

Events for the Children

Aroused Keen Interest

Shanghai children took a fair part of the Police Sports, the committee being very kind in allowing them four events, two for boys and the same for girls. The children contributed much to the amusement of the spectators, some by their smart

Sure, and Why Shouldn't Woman Want Peace?

By Charton



News note: Miss Jessie Ackerman in a lecture before the American Woman's Club declared that woman stands for peace and that if you give her the vote there will be no more war.

Football

A match took place yesterday between the Shanghai Club and Nanyang College, on the latter's ground. The ball was kicked off at 3.30 p.m. It was a very friendly game, ending level at two all. The Shanghai eleven were entertained to tea after the game.

1916 Intercollegiate Schedule

Nov. 4. Baptist vs. Nanyang at Baptist.
Nov. 11. St. John's vs. Nanyang at St. John's.
Nov. 18. Baptist vs. St. John's at Baptist.
Nov. 25. Baptist vs. Nanyang at Nanyang.
Dec. 2. Baptist vs. St. John's at St. John's.
Dec. 9. St. John's vs. Nanyang at Nanyang.

Public School O. B. v. Jewish R. C.

This match will take place at the Hongkew Park today, to commence at 2.45 p.m. sharp. All players are requested to be on the field not later than 2 o'clock. The teams: Public School:—A. H. Remedios, J. Turner, A. E. Ferris, T. Roberts, F. Madar, G. D. Raeburn, A. J. Mooney, H. Sterlingwerff, J. J. Ellis, G. F. Tipp, H. V. Rowland, Reserve:—W. Madson, Lineaman:—J. Cooke. Referee:—A. M. Hansen.

Jewish Recreation Club:—N. Haas, S. Perry, H. J. Sanft, D. Abraham, C. Fuxman, M. Sternberg, A. Lewis, H. Abraham, R. Komaroff, N. Nissim, N. David. Reserve:—D. Whiteman.

running, and others by forgetting to run. Forty-four entries for the children's events were received, and the judges certainly had a hard time in deciding the winners, especially when the whole mass seemed to touch the winning line almost at the same time.

The first event was open to girls only, ages 10 to 14, a 100 yards handicap. The following entered:—Carmen Remedios, Agnes M. Barnes, Nellie Johnston, Nannie Remedios, Minnie Mandelkoff. This was a very close race between Agnes Barnes and Nellie Johnston up to within a few yards of the winning line, when Agnes put on a spurt and gained the victory. Nellie Johnston came second, followed at no great distance by Minnie Mandelkoff.

The second event for children was a race for boys under 10 years of age, a handicap run of 75 yards. Thirteen boys entered, and the whole lot ran most of the distance in a level line. The distance was too much for the smaller boys, however, the bigger ones easily gaining the advantage. Dudley Wheeler led from the start, but at half distance J. P. Whitham took the lead, and kept that position throughout. Dudley Wheeler secured second place, and V. Krundachov was third. All three prizes for this race were very kindly presented by the Carlton Cafe.

The third event was a race for girls under 10 years of age, handicap. This

News and Notes of the Boy Scouts

By Tracker

All the troops in Shanghai are as busy as can be practicing for the Rally. The arrangements are nearly completed and the managers have done a lot of hard work putting things in shape for the 25th. The ground at The Point has been very kindly lent by the Nippon Yusen Kaisha and though it is rather a long way from the Bund visitors will be amply repaid for the trip.

Of course, signalling stands most important amongst the competitions. The result of this competition decides who shall hold the 'All Shanghai Signalling Shield' presented by Scoutmaster F. C. Millington of the Baden Powell Scouts when he left for home in October last year.

Cooking is another accomplishment many scouts seem to have and I think every troop will be represented. Map Drawing has also proved very popular and from what I can see there is some very 'hot stuff' among the competitors.

Ambulance has attracted quite a number of entries and should prove an exceedingly interesting test. Bridge-Building has not brought out many teams (too many cold baths in the practices I think) but there will

be some keen competition in that quarter.

Music and Display will of course find a large number of entries as all Chinese Boy Scouts are fond of making a noise of some kind. I hear rumors of a brass band practicing somewhere. (We shall be able to do something for the Volunteers yet).

The Sixth Troop have been in camp since Wednesday this week and intend carrying on till the end of the month. Anyone passing along the Carter Road between 5 and 8 o'clock each morning will get a glimpse of the fine work this troop is doing. This is excellent training and the scouts are making the most of their time.

The Troops at Jessfield are in good form and will I am sure give a splendid account of themselves.

The annual general meeting of the Boy Scouts' Association of China will be held at Headquarters, 35 Elgin Road on the 31st of this month, when I am sure the Council will have out favorable reports of the work for the year. Scouting is proving more popular with the educational authorities every day and it will not be long, I think, before every school in the district will have its troop.

Lawn Tennis

Entries will close at 5 p.m. next Friday, with Mr. L. A. Chill, at Probat, Hanbury's, for the fourth Autumn lawn tennis tournament, to be run by the Cercle Sportif Francals during race week. Play will run through November 4, 5, 6, 7, 8, 11 and 12. The events are as follows:

Hard Courts:
1. Gentlemen's Singles Championship.
2. Gentlemen's Doubles Championship.

3. Mixed Doubles Championship.
4. Ladies' Singles Championship.
5. Ladies' Doubles Championship.
Grass Courts:
6. Handicap Gentlemen's Singles.
7. Handicap Gentlemen's Doubles.
8. Handicap Ladies' Singles.

Competitors in this event may enter event 4 free.

9. Handicap Ladies' Doubles.

Competitors in this event may enter event 5 free.

10. Handicap Mixed Doubles American Tournament.

Separate entrance fees can be paid for any event, or intending competitors can take them all on this scale:

For gentlemen for all events, including partners' entrance fee for both mixed doubles \$15.00.

For ladies for all ladies' events (Nos. 4, 5, 8 and 9) \$4.00.

The tournament committee is: President, Mr. C. Rouse Lacordaire, Honorary member and delegate of the Shanghai Lawn Tennis Association, Mr. H. Phillips, Committee, Messrs. L. A. Chill, W. G. R. Murphy and E. G. Norman, Hon. secretary and treasurer, Mr. L. A. Chill, Referee and handicapper, Mr. E. G. Norman.

Obituary

Mr. H. T. Green

Mr. Henry T. Green, of the engineering staff of the Standard Oil Company, died yesterday after a brief illness. The funeral will take place today at the Bubbling Well Cemetery. The deceased was born in Derby, England, about thirty years ago.

He went to Australia when he was 20 years of age and for a time engaged in farming. He later went to Tahiti where he followed electrical engineering, successfully erecting a waterworks plant. He came to Shanghai about fifteen months ago. He was for a time connected with the China Import and Export Lumber Co.

Mr. V. E. Koch

The remains of Victor Emanuel Koch, an electrician on the U.S.S. Galveston, were interred yesterday afternoon in Bubbling Well Cemetery. Koch disappeared from the ship several days ago and his body was recovered from the Whangpoo Friday afternoon. He was 23 years of age.

OARSMEN READY FOR BIG REGATTA

Crews Are Selected At End Of Enthusiastic Training Season

DOPESTERS SELECT WINNERS

Events of Next Saturday And Sunday At Henli-Best In Years

The International rowing crews are settling down for their last week of hard work in preparation for the Henli Regatta next Saturday and Sunday. Coaches and observers about the flowing Club and the Henli course, where some of the oarsmen worked out today and during the week, have varied lines of dope to pass out concerning the winner in each of the events but the wise ones make the claim that winners will only be sure at the end of the course during the Regatta.

The International eight are attracting more attention and speculation. The English eight are well together and, although they are lacking in swing they travel well and should come home ahead of their rivals, but it should prove a close race with no great advantage to the winners. The Scottish crew are plucky enough to face the starter. They do fairly well on smooth water but the waves and turmoil of the Whangpoo knock them to pieces. The American crew is a strong one and the heaviest of all. They have good time but despite the number of times they have been out together they have not been able to do any really fast work chiefly on account of the traffic and rough water.

Turning to the International Fours it appears the race for first place will be fought out between the Danish, Scottish and English Fours and, as the distance is a long one—1 1/4 miles—the crew which keeps a long strong stroke throughout should come in first.

Though having a limited number to pick from, the Belgians have succeeded in entering a four for the Internationals who, under the guidance of Coach Landers, have been putting in some hard work during the past few weeks, and barring accidents will row as follows:—

Bow. Loomis 142 lbs.
2. Dubois 175 ..
3. Lagrange 163 ..
Stroke. Straetmans 150 ..
Cox. Landers 124 ..

As a whole the boat is evenly balanced, but could do with another couple of weeks training. Nevertheless whilst not expecting to win in their initial attempt, Coach Landers hopes to have them somewhere in the picture.

Belgian Four Enters

The Belgian Four stroked by Mr. Straetmans have been hard at practice and last week end after some coaching instruction from Mr. Mottu, of Yokohama fame, a marked improvement was noticeable in their style. It is interesting to note that Mr. Mottu can claim the credit for having coached that very powerful and highly proficient crew which came to Henli some years ago and defeated Shanghai's representatives in the Fours. A gentleman with Mr. Mottu's coaching ability and experience is sure to be welcomed by the members of the Shanghai Rowing Club where the dearth of competent coaches is much felt. The other members of the Belgian crew are Messrs. Lagrange, Dubois and Loomis.

Denmark will have Mr. Jensen to stroke their four. As a crew they have not had much work together but individually the men have had considerable racing experience. In the International Fours race five boats line up. An attempt will be made to keep them well apart so as to prevent them getting too close together as they round the bend about half way down the course.

The Junior Fours Race and Griffin Race will be keenly contested and, as all the crews show improved form since the commencement of the training it is difficult to gauge the probable winner. The Griffins will row on fixed seats.

The American crew has spent a strenuous week, finishing up with a two day work-out at Henli. The crew is rowing well together and shows marked improvement over

last week. The final smoothing out is not yet accomplished. Several of the younger men in the boat have been having difficulty with their blades and blade-work, and have taken some time to pick up the rhythm of a new stroke. Bristow, stroke of the crew, has developed more speed out of the slow stroke during the last week and has shown ability to spurt if necessary. The rest of the crew pull hard and at present they appear in good condition for a mile and a half race.

American Line-Up

The line-up after a few changes from last week is as follows:

W. Olsen	1
Neff	2
Strawman	3
Stewart	4
Gardner	5
Ericson	6
Sauer	7
Bristow	Stroke
Mitchell	Cox

The other American entries in the regatta will be combinations of these eight men. The crews will continue to practice up till Thursday and will rest up Friday for the races on the following day. Mr. G. F. Ashley will continue coaching up till the last practice.

The English crew had a strenuous time on the Henli water last week end. All the men were again put to "tubbing" as this is the only way to get a good body swing, and a series of strong paddles followed in which the object was to get a fast hard start and a hard burst of one minute. This work has shown good results in the shape of increased life and dash in the boat.

The "4" rowed a hard course of 1 mile on Saturday and showed good combination and dash—the men are well together and the boat is very steady, with a good leg drive. For the last 4/500 yards the crew was rowed in by a "4" made up from the other members of the English "8" and this pulled them out for a good hard finish.

A trial of 1 mile was also rowed between two "pairs."

Bow Brown and Bow Watson Str. Jones Str. Annett and after a very good race the former pair finished a couple of lengths in front.

The "8" also rowed two trials of 1 1/4 miles at full stretch. As a result of the Saturday Trial the boat was re-arranged and on the following day rowed a very satisfactory course. The boat was steadier as a result of stroke side getting in well with stroke—it had previously been rather ragged—and in consequence the whole crew were able to work. Starting at 33 to the minute "stroke" gradually slowed up to 28 which enabled the crew to steady down and get in plenty of work, and the finish was well rowed out at 32. Time and swing were good right down the course and at the finish the crew were much more together than in any previous trial.

All the English crews are rather on the light side but have plenty of dash, have been very willing and cheerful right through the training in responding to coach's perpetual request for "a little more work" and should be there or thereabouts on the day.

The following is the final arrangement of the crews:

"Pair"	"Four"
Bow Brown	Bow Brown
Str. Jones	2 Annett
Cox Bowman	3 Gande
	Str. Jones
	Cox Bowman
"Eight"	
Bow	Mansfield
2	Annett
3	Pollard
4	Smith
5	Gande
6	Brown
7	Watson
Stroke	Jones
Cox	Bowman

Order of Events

The Program is as follows:—

2.30 p.m.	International 4's
3.00 p.m.	Junior Sculls
4.00 p.m.	Junior 4's
Sunday, October 29.	
10.30 a.m.	International 8's
11.00 a.m.	Griffin 4's
11.30 a.m.	Mixed 4's
12.00 noon.	Sailing Race

Time Interval

2.30 p.m.	Motor Boat Race (final)
3.30 p.m.	Ladies 4's
4.00 p.m.	International pairs.

Distribution of Prizes.

Picking the Winners

For the International 4's five boats have entered—Belgium, America, Denmark, Scotland and England. The Danes are unfortunate in having such a very short training season, but it is very sporting of them to enter a boat. The Belgians have trained very consistently, and though their style lacks gracefulness of swing, they use their leg power to good advantage, while the time is excellent. America has a very hefty five, who are looked upon favorably by the critics as likely winners, but they will have to row pretty well to beat England and Scotland, both of whom have fine crews. Scotland especially having trained consistently for 4 weeks for this race.

The Junior fours is anybody's race as the crews are very evenly matched. The piece de resistance, the International 8's is the first race on the Sunday, and there are three entrants. America has trained very thoroughly for this race and has a crew of heavies, but unfortunately they are completely wrecked their boat by trying conclusions with a large

steamer buoy on the Whangpoo on Friday evening, and all that remains of their once noble ship is a few splintered planks. This will not however interfere with their rowing in the race in another boat. England has had to make several changes in the middle of the boat, and has rowed a substitute this week owing to one Englishman giving a practical demonstration of the fact that the human head can pierce an ordinary 1/4" plate glass Railway carriage window. Scotland has had serious troubles, and T. W. R. Wilson has replaced Brodie as stroke with advantage, and the Scotsmen have now no fears as to the ultimate result of the race.

The Club has some fine material for future Regattas in the Griffin now rowing. Public opinion seems slightly in favor of Campbell's boat winning, but this may be because more has been seen of them than the others.

The Ladies events should prove a decided attraction to the gentler sex and already two boats have entered for the mixed 4's.

The International Pairs brings an excellent program to a conclusion.

Father-and-Son Dinner

The first 'Fathers-and-Sons Banquet' of China was held at the Young Men's Christian Association last evening. About fifty sat down to the dinner, which was served in the lobby of the Boys' Building. Each father had with him his son, or each son his father and they occupied seats alongside at the tables, which were spread with a feast of Chinese viands.

Following the dinner, a basketball game between two boys' teams was held in the gymnasium. This was succeeded by a series of swimming contests in the natatorium. The main program was held in the Martyn Memorial Hall, where Mr. Z. J. Tsai, headmaster of the Association High School, presided. The purpose of the gathering was explained by the chairman after which the following program was held, attended by one hundred and fifty fathers and sons:—Piano music, Master Li Koh-kaung; singing, Mr. C. C. Nieh and son; Calliope drill, Mr. S. Y. Pang and son; music, Master Edward Lockwood; address, Mr. C. C. Nieh, moving pictures.

The address dwelt upon the importance of maintaining the right relationship between father and son, the importance of the family to China and the individual responsibility of each one in helping to set right ideals before the people of China as regards these things. The promoters of the movement were very much pleased with the success of the evening and have decided to make the event an annual one.

Midnight Fire

A fire of unknown origin practically destroyed a large godown of the Shanghai Cotton Manufacturing Co., No. 90 Yangtszepoo Road, shortly before midnight Friday night. The call saved through the Central Police. Upon the arrival of the Fire Brigade the large godown was found to be well alight. Owing to the scarcity of hydrants a short time elapsed before a good supply of water could be obtained. The Hongkew Motor Pump, fed by three hydrants, delivered five good streams, while the Miki-Ho-Loong pump, having crossed a field, obtained water from a creek and delivered four good streams.

From the commencement it was seen that nothing could be done to save the contents of the building on fire and streams were played on surrounding godowns and the main building of the Cotton Manufacturing Co. which were in close proximity to the fire. After about two hours the roof and floors of the building collapsed and the fire gradually burnt itself out. The Brigade left the scene of the fire about 2.30 a.m. leaving the Chinese staff to damp down.

The building, a three storey one, and about 120 by 90 ft. was composed of two compartments divided by a fire wall with fire-proof doors on each floor. On the top floor the fire-proof door was left open and the fire soon made its way through and enveloped the whole building. The godown was used for storing waste cotton, furniture, etc. The cause of the fire is at present unknown but enquiries are being made.

MARTIN'S APOLLO & STEEL PILLS

A French Preparation for all Irritabilities. These pills are the first sign of any irregularity of the system and should be administered. Those who are troubled by indigestion, headache, nervousness, etc., should take these pills. MARTIN, Chemist, SOUTHAMPTON, ENG.

For Sale:

Flower and Vegetable SEEDS

Bulbs:

Hyacinths
Tulips
Daffodils
Freesias, etc.

The Shanghai Flora

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Whiteaway, Laidlaw & Co., Ltd.
next to Venturi's
Tel. 2710

Gallops of The Ponies in Training for The Autumn Races

Saturday, October 21, 1916

Pony.	Rider.	1/4 mile.	1/2 mile.	3/4 mile.	1 mile.	1 1/4 miles.	1 1/2 miles.	1 3/4 miles.	2 miles.	Last quarter.
Hazelnut	WH	35.2	1.10.3	1.45.2	2.22.1	3.57.3	5.31.2	4.04.2	..	51.2
Black Diamond	JJ	35.2	1.10.3	1.45.2	2.22.1	3.57.3	5.31.2	4.04.2	..	51.2
Tay	boy	34.4	1.08.3	1.45	2.21.3	3.56.3	5.30.2	4.03.2	..	50.3
Trent	boy	34.4	1.08.3	1.45	2.21.3	3.56.3	5.30.2	4.03.2	..	50.3
Nirvana	boy	34.4	1.08.3	1.45	2.21.3	3.56.3	5.30.2	4.03.2	..	50.3
Bonnie	boy	34.4	1.08.3	1.45	2.21.3	3.56.3	5.30.2	4.03.2	..	50.3
Pessimist	WH	35.1	1.10.4	1.45.2	2.21.3	3.57.3	5.31.2	4.04.2	..	51.2
Daddy Longlegs	JAH	36.3	1.11.3	1.46.3	2.22.4	3.58.3	5.32.2	4.05.2	..	52.2
Trader	RMD	37.1	1.12.3	1.47.3	2.23.4	3.59.3	5.33.2	4.06.2	..	53.2
Candlelight	boy	39.3	1.18.2	1.53.3	2.38.3	4.05.3	5.40.3	4.11.3	..	58.3
Seaweed	boy	37.2	1.12.1	1.48.2	2.25.3	3.56.3	5.31.2	4.04.2	..	51.2
Hellspoint	RMD	36.3	1.11.2	1.47.2	2.24.3	3.55.3	5.30.2	4.03.2	..	50.3
The Raj	FV	40	1.24.4	2.00	2.37.1	3.07.4	3.39	4.10.3	..	51.2
Mush	VHL	35.3	1.13.3	1.45.3	2.22.3	3.57.3	5.31.2	4.04.2	..	51.2
Clonmial	ES	35.1	1.11	1.45.2	2.20.2	3.55	5.29	4.03	..	50.3
Blazon	GW	35.1	1.11	1.45.2	2.20.2	3.55	5.29	4.03	..	50.3
Banboo	boy	32	1.05	1.40	2.15	3.40	5.05	3.35	..	48.3
Paragon	boy	35.1	1.10	1.45.3	2.20.4	3.54	5.28.1	4.02.1	..	50.3
Tuki Tuki	ET	35.2	1.10.3	1.45.3	2.22.4	3.56.2	5.31.2	4.04.2	..	51.2
Sir Lamerock	boy	37.1	1.13.2	1.48.2	2.24.3	3.58.3	5.33.2	4.06.2	..	53.2
The Spear	FV	37	1.13.2	1.48.2	2.24.3	3.58.3	5.33.2	4.06.2	..	53.2
Billy	boy	37.3	1.13.2	1.48.2	2.24.3	3.58.3	5.33.2	4.06.2	..	53.2
Starling	boy	37.1	1.13.2	1.48.2	2.24.3	3.58.3	5.33.2	4.06.2	..	53.2
Swanee	AJPH	36.2	1.12.3	1.47.3	2.23.4	3.57.3	5.32.2	4.05.2	..	52.2
Coronet Dahila	boy	40.2	1.16.3	1.50.4	2.28.4	3.01.3	3.34	4.04.4	..	51.2
Puck	JAH	36.3	1.11.3	1.46.3	2.21.3	3.56.3	5.30.2	4.03.2	..	50.3
Kingsmead	boy	35	1.09.2	1.42	2.17	3.42	5.07	3.37	..	49.3
The Spec	FV	37.2	1.14.3	1.51	2.26.3	3.59.3	5.34.2	4.07.2	..	54.2
Safety Match	RMD	38.3	1.11.2	1.45.3	2.22.4	3.56.3	5.31.2	4.04.2	..	51.2
Chicken Food	boy	35.3	1.09.4	1.43.4	2.19.4	3.45	5.06	3.36.4	..	49.3
Ferome	GW	37.1	1.12.1	1.46.2	2.25.4	3.59	5.34	4.05	..	52.2
Gros Pape	boy	37.1	1.12.1	1.46.2	2.25.4	3.59	5.34	4.05	..	52.2
Driver	AJ	38	1.13.3	1.48.1	2.21.1	3.51	5.26	4.01	..	50.3
Faked Wheel	MOS	38	1.13.3	1.48.1	2.21.1	3.51	5.26	4.01	..	50.3
Charlemagne	IE	37.1	1.13.3	1.48.1	2.21.1	3.51	5.26	4.01	..	50.3
Zuider Zee	boy	34	1.10	1.45.2	2.22.2	3.53.1	5.27.3	4.02.3	..	51.3
Uganda	boy	39.4	1.20.2	1.55.3	2.27.2	3.00.3	3.34	4.01.4	..	51.4
Sidelight	boy	37	1.13.3	1.48.1	2.21.1	3.51	5.26	4.01	..	50.3
Winstone Dahila	boy	35.3	1.10	1.44.2	2.21	3.56.1	5.29	4.01.4	..	51.4
Malcolm	RMD	36.4	1.05.4	1.37	2.10	3.35	4.55	3.25	..	47.3
Delay Chief	AJPH	32	1.04.2	1.37	2.10	3.35	4.55	3.25	..	47.3
Tiga	boy	33.4	1.03.2	1.41	2.15	3.40	5.00	3.30	..	48.3
Arizona	FV	35.1	1.06.1	1.38.2	2.18	3.42	5.02	3.32	..	48.3
Squash	CCB	32	1.06.2	1.42.3	2.19	3.43	5.03	3.33	..	48.3
Triumph Dahila	boy	34.2	1.10.3	1.47	2.19.1	3.50.3	5.25.3	4.00.3	..	51.3
Ampat	JIE	35	1.07.4	1.40	2.18	3.42	5.02	3.32	..	48.3
Inelkeith	RMD	35	1.11.3	1.45.2	2.18.2	3.41	5.01	3.31	..	48.3
Shorty	GW	35	1.10.1	1.45	2.17	3.40	5.00	3.30	..	48.3
Worm	boy	35	1.10	1.45.1	2.17.2	3.40.3	5.00.3	3.30.3	..	48.3
Sandway	FV	39.4	1.17.1	1.49.4	2.24.4	3.00.4	3.34	4.01.4	..	51.4
Giant Dahila	boy	35.1	1.03.4	1.44.2	2.18.2	3.41	5.01	3.31	..	48.3
Wormwood	boy	38	1.16	1.52.3	2.25.4	3.58.3	5.33.2	4.06.2	..	53.2
Captain Kettle	ESBR	37	1.11.2	1.46.4	2.22.4	3.54	5.28	4.02	..	51.2
Dixie	FV	34	1.03.4	1.42.1	2.15.2	3.40.1	5.00.1	3.30.1	..	48.1
Wynona	boy	39	1.14	1.48.4	2.24.4	3.00.4	3.34	4.01.4	..	51.4
Harry	JJ	38	1.14.4	1.51.1	2.26.3	3.00.1	3.32.2	4.02.2	..	51.2
Fly Bird	VHL	35.3	1.09.4	1.43.4	2.18.4	3.42.2	5.02.2	3.32.2	..	48.2
Sentry	FV	35.3	1.09.4	1.43.4	2.18.4	3.42.2	5.02.2	3.32.2	..	48.2

* Inside Course.

Howitt-Phillips Co.

'The Breed of the Treshams'

At the Lyceum theater last night, there was but little doubt that the large audience assembled were almost unanimously of the opinion that "The Breed of the Treshams" was the finest drama yet produced by the talented Howitt-Phillips Co., nearly every member of which took part.

The story is most dramatic and full of exciting incident. It need only be said that it is laid in the days of the Stuarts, and that the plot hangs on certain treasonable correspondence with the rebels on the part of some of the King's officers, to realize that actors of the caliber of Charles Howitt, as Lieutenant Rereby (famously known as "The Rat"), Percy Baverstock, as Col. the Hon. Clement Hungerford, and Wheeler Dryden, as Cornet Kit Peyton, would make the most of their material, garbed in the picturesque costume of the period.

Ably supported by the rest of the large cast, the principal actors scored success after success, but through all the exciting scenes and incidents of the play, Charles Howitt loomed large in the eyes of his audience, filling his difficult part to perfection, and never descending to the level of a stilted melodrama. In him the "breed of the Treshams," although personified by one of illegitimate descent, was magnificently exemplified.

Miss Doris Phillips filled a smaller part than usual, but as "Betsy," the youth picked out of the gutter by

"The Rat," she was her usual alluring self. Miss Isabel Findgate, as "Margaret Hungerford," sister of the traitor colonel, and daughter of Viscount Dorington, entirely captivated her audience. The limitations of space and the lateness of the hour forbade detailed mention of the rest of the clever members of the cast, but one and all fully lived up to the fine record of the company. It is to be hoped that "The Breed of the Treshams" will be presented once more before farewell is said to Shanghai.

Tomorrow night, "Caroline," the latest London comedy, by Somerset Maugham, is to be presented.

News-Brevities

The Chinese recently discovered near the entrance to the New World Restaurant with a bomb concealed under his coat was sentenced to five years imprisonment yesterday in the Mixed Court.

The following changes are announced for the Customs service to become effective on November 1. Mr. Acheson is transferred to Swatow, Mr. Joly to Ningpo, and Mr. Little to Shanghai. Mr. Nixon of the Postal Service is also leaving Peking shortly on transfer to Foochow.

Zeldo, the "Man of Mystery," who has just arrived from America, makes an announcement in our advertising columns today that is likely to cause lively curiosity and sundry flutterings of the heart among not only the ladies but the men of Shanghai as well.

THE TWO BANKS

He is a wise man who has a bank account, but he is an unwise man who makes that an excuse for not taking life insurance. The two propositions are entirely different. The bank account only stands for the cash actually deposited, plus whatever interest may accrue on it, whereas the life insurance policy does all that the bank does in the way of interest, by way of added profits, and this besides: It credits immediately to the estate, in the event of death, the full face of the policy, be it for \$1,000 or \$100,000.

When you take out a life insurance policy you make the biggest bank deposit you ever made in your life at one time.

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afternoon and evening gowns, and a beautiful selection of hats—which have just arrived—are offered for sale.

We are asked by the St. Monica's Society to say that the tickets being all sold for the watch lottery, in aid of their War Relief Fund a small entertainment will be given at the Convent (by kind permission of the Rev. Mother Superior) on Saturday next October 28 at 3.30 p.m. when the parcel containing the watch previously wound up will be unsealed and the time disclosed at which the watch stopped. As it may not be possible for